MICROFILM

START OF ROLL

ROLL NO.

161

Construction Contracts

7813 con from 160

7813 Thompson Falls (M.P. 12.4) Slide 1972
Sec. of the Lewis & Clark Rd. E.
of Seaside. (slide correction)

RECEIVED
JAN 8 - 1972
FOR FILING

7813

January 9, 1973

Rathbone, King & Seeley, Inc.
310 S. W. Fourth Avenue
Portland, Oregon 97204

Attention: Barbara Casteel

Gentlemen:

As requested in your letter of January 5, 1973, we are attaching a copy of the Performance Bond for Contract No. 7813 awarded to Sunset Crushed Rock Company for the Thompson Falls Slide Correction Project on FAS 608 in Clatsop County.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Attachments

Rathbone, King & Seeley, Inc.

310 S.W. FOURTH AVENUE PORTLAND, OREGON 97204 TELEPHONE: CApitol 6-3611
Cable Address: Rathkingsee Codes, Bentleys, New Edition; Scotts, Tenth Edition

January 5, 1973

Fran

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head

Re: Sunset Crushed Rock Co.

Gentlemen:

On December 27th you forwarded to us the status regarding Contract No. 7813 which was awarded to Sunset Crushed Rock Company for the Thompson Falls slide correction project on FAS 608 in Clatsop County.

Would you please forward to us a copy of the surety bond covering this job.

Your cooperation in this matter is appreciated.

Very truly yours,

RATHBONE, KING & SEELEY, INC.

Barbara Casteel
(Mrs.) Barbara Casteel

BC:tlh

RECEIVED
JAN 8 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 27 1972

7813

December 27, 1972

Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7813 awarded to Sunset Crushed Rock Company for the Thompson Falls Slide Correction Project on RRS 608 in Clatsop County was completed on October 27, 1972, and accepted by the Highway Commission on December 22, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 2, 1973.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ka

cc Sunset Crushed Rock Company
P. O. Box 948
Astoria, Oregon 97103

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. B. Boyd

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DEC 27 1972
FOR FILING

7813

December 26, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7813 Work Completed October 27, 1972

Project Thompson Falls (M.P. 12.4) Slide

Highway FAS 608(Lewis & Clark RD) County Clatsop

Type of Work Slide Correction

Contractor Sunset Crushed Rock Co.

Recommended Acceptance Date December 22, 1972

The contractor has completed all work according to Specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
Tom Edwards
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

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NOV 28 1972
FOR FILING

7813

November 22, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Request for Extension of Time
Thompson Falls Slide Section
Oregon Project ER-241(1)
Contract No. 7813

The contractor has requested a 15-day extension of time on this project. He cites six days' delay because of rain in mid-September and also states that the 30 days time allowed on this project was simply not enough.

This was an ER project on a Clatsop County road to repair and correct an embankment slide problem. This project was first slated for bid opening July 27, 1972 and the 30 days was set up to accomplish the work by the end of September as it was especially vulnerable to much wet weather. The 30 days time allowed was minimal. No bids were received on July 27, so an effort was made to negotiate a contract using the same plans and specifications and a very satisfactory quotation was obtained from Sunset Crushed Rock Company. This resulted in the subject contract in the amount of $26,310, which was 23 percent under the engineers' estimate for the very same project. Some pertinent dates are:

Day count began	August 29, 1972
Work began	August 29, 1972
New fill foundation prepared	September 16, 1972 (with 18 days elapsed or 60 percent of the time)
Earthwork basically complete	September 28, 1972 (30 days expired or 100% of the time)
County oiled road	October 10, 1972
Project considered complete	October 14, 1972

46 days charged or 16 days' liquidated damages at $50 per day = $800.

The contractor did go to work promptly and met our objective of getting the roadway restored within the 30 days and also met the overall objective of getting the project completed this year. In view of his very reasonable prices (all major items were under the engineers' estimate), he made no obvious provision for liquidated damages in his bid. The contractor did not work over the Labor Day weekend and could have been given a stop work order as was done on many other jobs. Only 229 lineal feet of guardrail was used on the project but since this item required scheduling of a subcontractor to come in, several days were lost before the sub could get there after they had to reschedule because of a rain interruption of six days (September 19 to 25).

We seek your concurrence in granting a 16-day extension of time which will delete all liquidated damages on this project.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. L. Gallagher
J. B. Boyd

JAB:fw ja

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NOV 24 1972
FOR FILING

STATE COPY

5

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7813

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE November 9, 1972

Federal-aid Project No. ER-241(1)

FROM L. H. Young
Programing Engineer

cy Contr 11-20-72

SUBJECT Request Contract Acceptance

Contract 7813, Work Completed October 27, 1972

Project Thompson Falls (MP 12.4) Slide

Highway FAS 608 (Lewis & Clark) Rd.

County Clatsop

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-27-72

Conditions not acceptable: None.

RECEIVED
NOV 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

for G. L. Green
Division Engineer

VG:bb

cc: Tom Edwards
L. H. Young

RECEIVED
STATE HWY ENGR
NOV 17 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7813

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Thompson Falls (M.P. 12.4) Slide		WEEK ENDING: 11/4/72
		SECTION PREFIX: 504-1009
HIGHWAY: FAS 608 Lewis & Clark Rd.		COUNTY: Clatsop
NAME OF JOB: Thompson Falls (M.P. 12.4) Slide	KIND OF WORK: Slide Correction	
CONTRACTOR: Sunset Crushed Rock Co.	CONTRACT NUMBER: 7813	FEDERAL AID PROJECT NUMBER: ER 241 (1)
DATE OF CONTRACT: 8/15/72	DATE WORK STARTED: 8/29/72	ESTIMATED COMPLETION DATE: 10/27/72
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 30	CALENDAR DAYS USED: 46
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 153
PROJECT AUTHORIZATION: $30,525.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $27,859.70	ENGINEERING AUTHORIZATION: $2,666	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $25,525.70	ENGINEERING COST TO DATE: $5,517	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: — %	PERCENT OF AUTHORIZATION: 207 %	DATE PROJECT WAS COMPLETED: 10/27/72

Semi-final 11/3/72
ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.1	0.1			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,400 yds	1,900 yds			
TOTAL QUANTITIES CORRECTED TO DATE	7,600 yds	1,900 yds			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,600 yds	1,900 yds			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Overtime	Overtime			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Showrys	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Showers	0		
FRIDAY	Rain	0		
SATURDAY		0		

Fowling — Keasey — Bond — Walker — Johnsen — Peace — Glenn — Lindhold — Berg

RECEIVED
NOV 6 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
29 SUNDAY	
30 MONDAY	2 men on semi-final estimate assembly.
31 TUESDAY	2 men completing the semi-final estimate
1 WEDNESDAY	Semi-final completed.
2 THURSDAY	
3 FRIDAY	
4 SATURDAY	

REMARKS

Semi-final taken to Salem on Monday 11/6/72.
This will be the final report.

SIGNED _____ LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Field

10-24-72

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
13 10	3	Clarke	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
10/24/72	R. E. O'Neil, Asst Area Engineer		FR 241(1)
IN COMPANY WITH			
Loren Weber, Resident Engineer, OSHD; David Noyes, Highway Engr Trainee, FHWA			
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	153 %	100 %

7813

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

Copy
CH 11-8-72

COPY SENT

NOV 07 1972

REGIONAL OFFICE

THOMPSON FALLS (MP 12.4) SLIDE SECTION
FAS 608 (LEWIS AND CLARK ROAD)
Slide Correction

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on October 27, 1972 at which time 46 chargeable days had elapsed. The contract time was 30 calendar days and liquidated damages will be charged accordingly.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO
FOR
Info | Approves | R/D | D/R | Sign | Act | File

NOTED
A. E. Johnson

11-8-72
J. Thomas
CH Proj

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

ER/FAS

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND FINAL INSPECTION REPORT

Project Name Thompson Falls (M.P. 12.4) Slide Contract No. 7813

Highway FAS 608 Lewis & Clark Road Project No. 504-1009

County Clatsop F.A. No. ER 241 (1)

Final Inspection made on 10/18/72 by George Hopkins

Accompany with Eldon, Loren Weber, O.S.H.D., Harold Olsvick, Clatsop County, and David Ulger, Sr. & Jr. of Sunset Crushed Rock Co.

CHECK LIST

Date			
10/16/72	Construction signs removed	Not Closed	Opened to traffic
None	Salem Office notified to rescind construction speed zone	With Semi-Final	Regional materials certification submitted.
10/16/72	Inventory of equipment from project		
10/27/72	Roadside cleanup completed		

Remarks (appearance and riding quality of job, general quality of workmanship, etc.)

This was a slide correction project. The appearance and quality of workmanship are satisfactory considering the type of project and the limited working area.

All contract work on this project has been completed and recommendation is made for acceptance on 10/27/72. The semi-final will be submitted about 11/3/72.

Const. Engineer - [illegible]
Bridge Engineer - [illegible]
Maint. Engineer - [illegible]
Co. - City Engr. - H. S. Cox ✓
Elec. Engineer - [illegible]
Traffic Engineer - [illegible]
Dist. Engineer - [illegible]

RECEIVED
COUNTY & CITY SECTION
NOV 7 - 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

Harold Winter
(Signed)

REGIONAL CONST. ENGINEER
(Title)

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OCT 30 1972

FOR FILING

FORM PR-33A (REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Odell (Johnson)
Region
Wash DC

7-14-72

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth ch

Region No.	Report No.	County	Division
10 7813	2	Clatsop	Oregon

Date of Inspection	Inspection Made By	Project No.
9-14-72	P. V. Riedl, Area Engineer	ER 241(1)

In Company With
Loren Weber, Resident Engineer

COPY SENT TO REGIONAL OFFICE
OCT 20 1972

COPY SENT TO STATE
OCT 20 1972

Location
Shompson Falls MP 12.4 slide on FAS 608

Contractor Name and Address
Sunset Crushed Rock Co., P.O. Box 948, Astoria OR 97103

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8-15-72	26,310	30 days	8-29-72	8-29-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	60 %	41%

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Slide Correction	6201	0.067			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

NOTED
A. E. JOHNSON

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

Concur
10-24-72

THOMPSON FALLS (MP 12.4) SLIDE SECTION
FAS 608 (LEWIS AND CLARK ROAD)
Slide Correction

The project is located at MP 12.4 on the Lewis and Clark Road (FAS 608) approximately one mile east of Seaside in Clatsop County.

The work consists of the removal of slide materials, roadbed grading and construction of aggregate base. This work is for the permanent restoration of the slide which was caused by the January 1971 storms at MP 12.4.

Approximately half of the roadway width was lost by a fill slide. Temporary repair consisted of moving the roadway alignment toward the hillside to provide access. Permanent restoration consists of realigning the roadway to provide a safe facility. The alignment will be accomplished by flattening the curve at the end of the slide, rather than reestablishing the original alignment by filling the large hole caused by the slide.

The temporary work on this route has been completed.

10-24-72
Johnson
Acting

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

1. Completed Work

Clearing	90% Complete
Drainage	50%
Grading	40%

2. Work in Progress

Four men, 1 dozer and 1 loader clearing the cut area. Three trucks hauling rock backfill for the embankment area.

3. Comments

The contractor started work on the date that the time started but it does not appear that he will complete the project within the 30 calendar workdays allowed.

The required signs and posters have been placed on the project.

Materials incorporated met the required specifications.

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR

SEP 5 - 1972

7813

September 1, 1972

Sunset Crushed Rock Company
P. O. Box 948
Astoria, Oregon 97103

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7813 for slide correction on the Thompson Falls (M.P. 12.4) Section of FAS 608 in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon 97204

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Loren Weber

RECEIVED
AUG 18 1972
FOR FILING

7813

Salem, Oregon
August 18, 1972

Sunset Crushed Rock Co.

Mr. L. H. Young
Programing Engineer

Attention: Vince Gallagher

Sunset Crushed Rock Company, which was awarded Contract No. 7813 for the Thompson Falls slide correction project on FAS 608 in Clatsop County, is registered with the State Corporation Commissioner to do business in Oregon and is in good standing.

Floyd Query, Secretary

fhm:dr

cc Cec

RECEIVED
AUG 16 1972
FOR FILING
7813

August 16, 1972

G. L. Green, Acting Division Engineer

L. H. Young
Programing Engineer

Thompson Falls Slide Section
Project No. ER-241(1)

The project was authorized on June 20, 1972 for bids to be received on July 27, 1972, with the Engineer's estimate in the amount of $34,299.50. The project was advertised for three weeks with no bids being received at the July 27, 1972 bid opening.

A public interest finding is requested in the action taken by the Highway Division in soliciting bids from six contractors subsequent to July 27, 1972. Only one of the qualified bidders contacted submitted a bid in the amount of $26,310 which is 24.3% under our estimate. The advertised P.S. & E. were used in soliciting the bid and the proposal as advertised was submitted by the contractor.

Attached is a copy of a letter from Resident Engineer, Loren A. Weber, describing his actions in soliciting the bid.

Concurrence in award is requested for the subject project to Sunset Crushed Rock Co., for the bid received August 10, 1972 in the amount of $26,310. Award will be made on the date the FHWA endorses this letter.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date _____

I concur in the award.

G. L. Green
Acting Division Engineer

Attach.

DAR:dg

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

1013

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 16, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **August 10, 1972 Bid Letting**
Thompson Falls (M.P. 12.4) Slide Rec.
FAS-608, Lewis & Clark Rd., Clatsop County

We advertised for bids to be received on July 27, 1972 but no bids were received on this project. On August 2, 1972 we contacted six qualified contractors and requested they submit a bid for the project if they were interested. Only Sunset Crushed Rock Co. responded with a bid in the amount of $26,310.00, which is well within our estimate of $34,299.50.

This is a 1971 Emergency Relief restoration project for Clatsop County, and the State will be reimbursed 100 percent. The Federal Highway Administration has approved the project.

To expedite the contracting of this work, telephonic approval was received from Commissioner Bruno on August 15, 1972. The subject project will be on the agenda for confirmation at the September 19 meeting.

cc: Floyd Quary
George M. Baldwin
F. B. Klaboe
E. S. Hunter
H. S. Cox
V. E. Skoog
J. B. Boyd
Gary Ross
Gary Sund

DAR:js

E. S. Hunter

RECEIVED
AUG 10 1972
FOR FILING

7813

RECEIVED
AUG 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1972

SP 7-41(1)

SUBJECT: Thompson Falls (M.P. 12.4) Slide
Lewis and Clark Road
M.P. 10.9-12.4 Section
Trask River Road - OEP 319-10

To: Memo To The File

No bids were received on the subject projects at either the July 27th or 28th bid opening. Region Engineer, J. B. Boyd, reviewed this with Assistant Programing Engineer, R. D. Asburry, July 31st.

On August 1st Mr. Asburry informed the undersigned that he had in turn discussed the matter with Assistant State Highway Engineer, E. S. Hunter, FHWA District Engineer, Ernest Valach, and the Office of Emergency Preparedness.

The Trask River Project is eligible for Public Law 606 with the funds supervised by OEP but field recommendations submitted by the FHWA. They indicated it was not necessary to contract.

The Lewis and Clark Road is a Federal Aid Secondary which is eligible for ER funds. These funds are administered by the FHWA. Mr. Valach indicated the need for negotiated contracts on both type projects would have to be documented.

NOTED
E. B. HUNTER

With this background Mr. Hunter gave authorization to proceed with attempts to negotiate.

Resident Engineer, Loren Weber, was instructed to handle the Lewis and Clark Road Project and Resident Engineer, Chet Anderson, the Trask River Project. Both were to contact the appropriate county courts and secure their blessing. If affirmative they were to contact local contractors only and attempt to secure written quotations based upon the existing special provisions. Should these special provisions be too restrictive, contractors submitting a quotation could offer qualifications. Obviously those without qualifications would have to be given first consideration unless the price could not be justified. The low or acceptable quotation would have to be within the funds presently authorized for the project and with unit prices our Cost Section could justify.

In addition the quotation would have to be approved by FHWA and, if appropriate, OEP. The contract could hopefully be of the standard form. Any qualifications could be treated as addendum letters.

cc Klabo/Lawrence

NOTED
E. S. HUNTER

Should no local contractors be interested, the Cost Section has prepared a list of contractors for them to contact to canvass interest. Harold Reynoldson of the County & City Section was also contacted. Apparently Mr. Ed Stowers is interested in the Tillamook work.

Original signed by, Gerald Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: E. S. Hunter ✓
L. H. Young
H. S. Cox
Loren Weber
Chet Anderson

July 7, 1972

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

Re: January, 1971 Storm Damage
Thompson Falls Slide, M.P. 12.4 ER
Lewis & Clark Road, FAS 608
Clatsop County

Dear Mr. Dooley:

Accompanying this letter is one copy of each of the plans and specifications for this project. These are for your use and reference. We sent you a copy of each on June 5, 1972. Would you please destroy the earlier copy so there will be no mix up.

We now intend to accept bids on the project on July 27, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

ENGR. SURV. UPE CE RE RPE

File

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

RECEIVED JUN 21 1972

LETTER OF APPRO[illegible] AND/OR AUTHORIZATION

6-20-72

FOR FILING

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON

TO: 723

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

	PROGRAM NO.	FEDERAL AID PROJECT NO. ER-241(1)
		STATE PROJECT NO. THOMPSON FALLS SLIDE SECTION
		COUNTY NAME CLATSOP
	ITEM NO. ER-30 (71)	PROGRAM STAGE (Check) [ ] 1. [X] 2.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JUNE 20, 1972	JUNE 20, 1972	SECONDARY ROUTE #608
		STATE ROUTE NUMBER COUNTY ROAD

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $250.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $250.00
  EROSION CONTROL (TEMPORARY) $100.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [XX] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS
MR. YOUNG'S JUNE 5, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

6-22-72 Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-20-72	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUN 12 1972
FOR FILING

7813

June 9, 1972

MISC. CONTRACTS and AGREEMENTS No. 47487

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

Attention: Mary Hay
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Thompson Falls Slide Section on the Lewis and Clark Road as an Emergency Relief Federal Aid Primary Project.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
JUN 6 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 5, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

Complete P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on June 29, 1972.

BHS-T-5016(3) 2nd St.-Spruce St. (La Grande) Section
BR-241(1) Thompson Falls Slide Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the attached utility-railroad status report.

DAR:bb

Attach.

Copy to :- John Oaks
R.N. Chase
C.G. Swanson
J.B. Boyd

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

5-25-72

SUBJECT: Federal Aid Project No. _____

Highway No. ER - FAS 608

Project Name Thompson Falls Slide Section, Emergency Repair
Jan 1971 storm damage

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon,

this 25 day of May, 1972

Clatsop County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 30 1972
☑ ENGR. ☑ COOR. ☑ DE ☐ AE ☑ RE
☐ RPE ☑ CE ☑ RE ☑ RPE ☐

(5/12/70)

ENGR. ✓ UPE ✓ CE ✓ RPE

May 8, 1972

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

Re: Humbug Creek Bridge Section
FAS 912

Thompson Falls Slide Section
ER - FAS 608
1971 storm damage

Dear John,

Two copies of each of the right-of-way certificates for each of the subject projects are enclosed. When you have completed your right-of-way transactions would you please complete these certificates and return one copy of each to this office.

These projects are scheduled for the June 29 bid opening, so these right-of-way certificates must be returned to us by May 25.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HSC:ljt

Encl.

Jan 71 Flood
FAS-C/ER

RECEIVED
COUNTY & CITY SECTION
MAR 31 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1972

SUBJECT: Thompson Falls Slide

To: Frank Terpin
FINAL DESIGN ENGINEER

FHWA Area Engineer Tom Lowe, Clatsop County Engineer Harold Olsvick, Clatsop County Roadmaster John Dooley, County-City Rural Program Engineer Hal Reynoldson, Resident Engineer Loren Weber, and I met March 30 at the Thompson Creek slide.

Mr. Lowe questioned the present estimate. He thought that the design could be modified to be more in keeping with the present alignment in either direction and to be more in keeping with his original estimate of cost.

With this in mind, all present agreed an additional curve, from that shown on the plans, could be introduced into the alignment. There was still reservation, particularly on my part, of solely benching into the hillside for correction. A compromise is shown on the attached set of plans.

This compromise should be detailed, keeping in mind the following criteria:

1. Excavation above the existing roadway should be balanced with the embankment above the rock inlay. The only waste should be the foundation excavation.

2. The base width of the foundation excavation should be narrowed to about 2/3 of that contemplated in your design.

3. With this narrowing of the foundation excavation, it could be resloped in a manner that only one line of perferated pipe is necessary.

4. The County will oil. The base rock depth should be increased accordingly. Funds should be set up in the project authorization for the oiling.

5. There are no site posts on this section of highway, so Mr. Lowe could not concur in their installation on the project. He is agreeable to the guardrail.

Returned herewith the cross-section for both the roadway and the foundation excavation.

cc Vic Wolfe
H. S. Cox
Loren Weber

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

BP 52475-734

T.6N., R.10W., W.M.

Sec. 11

Sec. 14

52+00 P.O.S.T.

+20

+84.13

52+84.13 P.C.

143.24

40° CL

Δ 59°30'

Ts 81.87

Lc 148.75

54+32.88 P.T.

S.42°09'W.

50'

30'

40°

30°

50'

Buried Telephone Cable

235'

PROJECT ER-241(1)

3-31-72

Adjust to balance with cutting into hillside at this point

"R/W" 30° C.L. TD. 30.00' Ts 51.17'

"R/W" 56+80 P.C.

"R/W" 57+80 P.T.

50'

30°

50'

S.17°21'E.

65'

55

A

24°

50'

40'

+80

55+54 P.O.T.

"A" 9+73 P.O.T.

+00

Telephone Box

Approx.

10V-282

8" Perf. ▲

B

C

S.57°21'E.

3

1.17 pl.

THOMPSON FALLS (M.P. 12.4) SLIDE SEC. FAS 608 (LEWIS & CLARK RD.) CLATSOP COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	ER-241(1)		See Index

FORM PR-1

STATIC COPY

cst

cc: OSHD (Hunter)
FOR Region
Wash DC
7812

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
10	Storm Damage Repair	Oregon
DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3/21/72	J. R. Schultz, Area Engineer	ER-241(1)
IN COMPANY WITH		COPY SENT
John Dooley, County Roadmaster; Loren Webber, Res Engr, OSHD		MAY 1972

REMARKS

REGIONAL OFFICE

LEWIS AND CLARK RIVER ROAD
FAS Route 608

The damage on this road consisted of down timber and storm debris, the "Harder" slide at MP 7.5, and the Thompson Falls slide at MP 12.4. The county has completed all of the temporary emergency repairs which involved clearance of the debris and down timber and temporary relocation of the road through the Thompson Falls slide section. Permanent repair of the Harder slide which was a case of erosion of the roadway embankment by the Lewis and Clark River has also been completed by county forces. Permanent repair of the Thompson Falls slide section is to be accomplished by contract. According to county records the emergency repair work was completed on July 28, 1971 with the costs as follows:

Labor	$5,133.56
Equipment	3,711.55
Pit-run rock material - 682 CY	511.50
Crushed aggregate - 268 CY	871.00
1,200 gal. MC 800 liquid asphalt	170.00

NOTED
A. E. JOHNSON

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

5-11-72
Johnson

NOTED
E. S. HUNTER
C.C. Young
Skoog
Coy

FORM PR-33 (REV. 8-70) EDITION OF 7-67 MAY BE USED

☆ GPO: 1970 O-387-254

ENGR. COOR. CE AE UE
UPE CE RE RPE

March 16, 1972

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

RE: ER January, 1971 Storm Damage
Thompson Creek Slide Section
Lewis and Clark County Road
FAS 608 ER 241(1)
Clatsop County

Dear Mr. Dooley:

Enclosed are four copies of two descriptions for the necessary additional right-of-way for this project. Also enclosed for your use and reference are three copies of map #1R-4-514. After you have completed your negotiations and have recorded the options would you please send us a copy of the deed for each, with the recording data noted thereon.

Also enclosed are two copies of the right-of-way certificate for this project. When you have the right-of-way clear, would you please complete them and return one signed copy to our office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

HR
for H. S. Cox
County and City Engineer

HR:ljt

Encl.

ENGR. GOOR. CE AE UE
UPE CE LRE RPE

March 2, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Attn: Mr. John Schultz

Re: January, 1971 Storm Damage
ER-241(1)
Clatsop County

Dear Mr. Simpson:

The temporary restoration work authorized by ER-241(1) has been completed and is ready for final inspection. The permanent work is to be done by contract.

FAS ROUTE	NAME	MILE POST
608	Lewis & Clark Rd. (Thompson Slide)	12.4

This work was performed by the County with their own forces.

Would you please contact the County Roadmaster and the State Highway Region 2 Engineer when making your final inspection arrangements.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

SALEM, OREGON
February 24, 1972

Mr. Victor D. Wolfe
Location Engineer
BUILDING

Attn: Mr. P. L. Carstensen

ER - January, 1971 Storm
Thompson Creek Slide
Clatsop County

The survey data for the subject project has been examined and it has been found to be consistent with the project requested by the County and approved by the Highway Commission.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

January 20, 1972
(date)

RECEIVED
COUNTY & CITY SECTION
JAN 26 1972
ENGR. COOR. UE
UPE CE RE RPE

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon 97103

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Lewis & Clark Road, FAS 608 (E.R. Project)

Section Thompson Falls Slide, M.P. 12.4: Slide Correction

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

1/25/72
(date)

By Vivian L. Johnson

By Vern Stratton
Commissioner

By James Scarborough
Commissioner

cc: L. H. Young
Attn: Duane Ridings

E.R. Project

THOMPSON FALLS SLIDE

LEWIS AND CLARK ROAD

FAS 608

Clatsop County

James Scarborough?

RECEIVED
JAN 7 - 1972
FOR FILING

7813

November 29, 1971

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

MISC. CONTRACTS and AGREEMENTS No. 4377

Attention: Mary Hay
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering Emergency Relief Work on the Lewis and Clark River Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

Hold for Prefix

ER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 11, 1971

To: Vic Wolfe
LOCATION ENGINEER

SUBJECT: Thompson Creek Slide
Lewis and Clark Road
Clatsop County
FAS 608

Attached are an authority for survey, prospectus, estimate of cost for survey, and a November 3 letter of transmittal and analysis from Resident Engineer Loren Weber.

The above data has been prepared on the basis that we would accept a 26' shoulder to shoulder width. However, I believe that the minimum standards for this class roadway, not making an allowance for future traffic growth, would be a 28' width paved shoulder to shoulder. It is recommended that our survey do encompass such minimum 28' standards. This has been discussed with Harold Reynoldson of the County-City section.

It should also be noted that County Engineer Olsvick and Roadmaster Dooley want the new alignment pushed back into the hillside. However, it is the consensus of this office that there is a good possibility that it would be simpler and less costly to try and correct the slide where the old highway previously existed. It would be our proposal to test this concept with soils exploration and make comparative estimates of cost following which the County would be consulted.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc H. S. Cox
Loren Weber

RECEIVED
COUNTY & CITY SECTION
NOV 15 1971
ENGR. GEOR. CE RE UE
UPE CE RE RPE

8P*52475-734

RECEIVED
OCT 22 1971
FOR FILING

7813

October 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

1492

Dear Mr. Simpson:

Re: 08-35-EC/409.1

In your letter of October 6 you expressed concern about the delay in the restoration of the roadway at Thompson Slide on the Lewis and Clark River Road, FAS 608, in Clatsop County.

Initially, the County had intended to do all the repair work in this slide area with their own forces, but the added maintenance caused by the storm took them into their summer work. The County, in the meantime, solicited the assistance of privately owned equipment to perform the permanent work in the slide area. However, after evaluating the bids, the County realized they did not have the funds at this time for the additional work. They decided that they would have the permanent work done as a contract project.

Due to all these factors, the County did not submit their project request for the Thompson Slide until October 5. Now that the request has been approved by the Highway Commission, we will bring the project to contract as soon as possible.

Our letter to you of September 28 stated that all the temporary work on each of the ER projects is completed but not all of the permanent work. All the counties have been requested to submit their final billing as soon as possible.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. H. Young
H. S. Cox
J. B. Boyd

HR:ljt srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 6, 1971

In reply refer to: 08-35-EC /409.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: County ER Projects
January 1971 Storm Damage

Mr. Cox's September 28 letter states that storm damage repair work on the Lewis and Clark River Road, FAS 608, Project ER 241(1) will not be completed until next spring.

Since this is emergency work, I strongly urge you to place it under contract as soon as possible. The nature of the work is such that it may be finished during the dry periods this coming winter. It is recognized that the winter rains are not likely to cause additional slide damage, however, the present temporary alignment of the roadway does constitute an extreme traffic hazard which should be corrected as soon as possible.

Mr. Cox's letter indicates that work has been completed on the following projects:

1) Lower Nehalem River Road, ER 241(2)
2) Brownsmead Road, ER 241(3)
3) Youngs River Loop Road, ER 241(5)
4) Sixes River Road, ER 236(2)
5) S. Bank Rogue River, ER 236(2)
6) N. Bank Chetco River Road, ER 236(1)
7) Diamond Lake Road, ERFO 240(1)

RECEIVED
COUNTY & CITY SECTION
OCT 14 1971
☐ ENGR. ☐ OSSR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Please advise me of the final costs on these projects to be reimbursed with ER funds so that any excess programmed funds may be reprogrammed on other projects. Our final inspections of the completed projects will commence following receipt of the final costs.

AET
for RE

10-14-71

REFERRED TO
Cox - P/C
By Asst. State Hwy. Engr

RECEIVED
OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

September 28, 1971

Mr. Robert E. Simpson, Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Attn: Mr. Glen L. Green

Re: County ER Projects
January, 1971 Storm Damage

Dear Mr. Simpson:

The current status of the repair work on the County ER projects is as follows:

CLATSOP COUNTY:

Lewis and Clark River Road, FAS 608, Project #ER 241(1).

The County has completed the temporary work and is requesting that the permanent work be finished by contract. However, we have just received their official request and this means that there is not time to set up and award the project this fall. The project will have to be completed next spring.

Lower Nehalem River Road, FAS 902, Project #ER 241(2).

The temporary and permanent repair was completed on February 3, 1971.

Brownsmead Road, FAS 757, Project #ER 241(3).

The County completed temporary work on February 18, 1971. Since then they have completed the permanent work without an approved force order, so will not request reimbursement for permanent work.

Fishhawk Road, FAS 648, Project #ER 241(4).

Temporary work was completed on January 26, 1971. As of yet, permanent work has not been completed.

Youngs River Loop Road, FAS 571, Project #ER 241(5).

Temporary work was completed February 17, 1971. Permanent work completed without approved force order so County will not claim reimbursement for permanent work.

CURRY COUNTY:

Sixes River Road, FAS 8-102, Project #ER 236(2).
S. Bank Rogue River, FAS 8-108, Project #ER 236(2).
N. Bank Chetco River Road, FAS 8-111, Project #ER 236(1).

Temporary work for these projects has been completed. Permanent work is now being done.

DOUGLAS COUNTY:

Diamond Lake Road, FAS 253, ERFO 240(1).

County completed the temporary and permanent work both on April 20, 1971.

TILLAMOOK COUNTY:

Cape Meares-Lighthouse Section, FAS 616, Project #ER 239(1).
Bayocean-Cape Meares Section, FAS 616, Project #ER 239(1).

Bids were first accepted on August 26, 1971. There was only one bid, which was too high and was rejected. This project is up for bids again on September 30, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

HR:ljt

ENGR. ☑ LOCSR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ GE ☐ RE ☐ RPE

October 15, 1971

Board of Commissioners
Clatsop County Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley

Re: ER Agreement
County Forces
Lewis & Clark River Road
FAS 608
Clatsop County

Gentlemen:

Enclosed are two copies of an agreement in connection with the temporary repairs by the county for the Thompson Slide, Lewis & Clark River Road, FAS 608.

This agreement covers, among other things, the collection of Federal Funds by the State, and defines the work performed by county forces.

If satisfactory, please sign, have the County Clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the county's records.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

RECEIVED
Oct 12 1971
FOR FILING
7813

October 12, 1971

Oregon State Highway Commission

Gentlemen:

The attached tabulation describes a proposed Emergency Relief project in Clatsop County.

Clatsop County is requesting an Emergency Relief assistance project to correct and repair a slide on the Lewis and Clark Road (FAS 608). This slide was caused by the rain storm which occurred near the end of January 1971. The total estimated cost of this project is $22,300. The Federal Highway Administration will finance 100 percent of the costs of the project.

Since this slide is on the Clatsop County FAS road system, Clatsop County is eligible for the use of Emergency Relief funds.

This matter will be on the agenda for the October 19 meeting and I recommend your approval.

Very truly yours.

R. L. Porter
State Highway Engineer

Attachment

cc: Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
Gary L. Sund
V. E. Skoog
L. H. Young
H. S. Cox
J. B. Boyd

HR:ljt srb

CLATSOP COUNTY
Proposed Project (ER Funds)

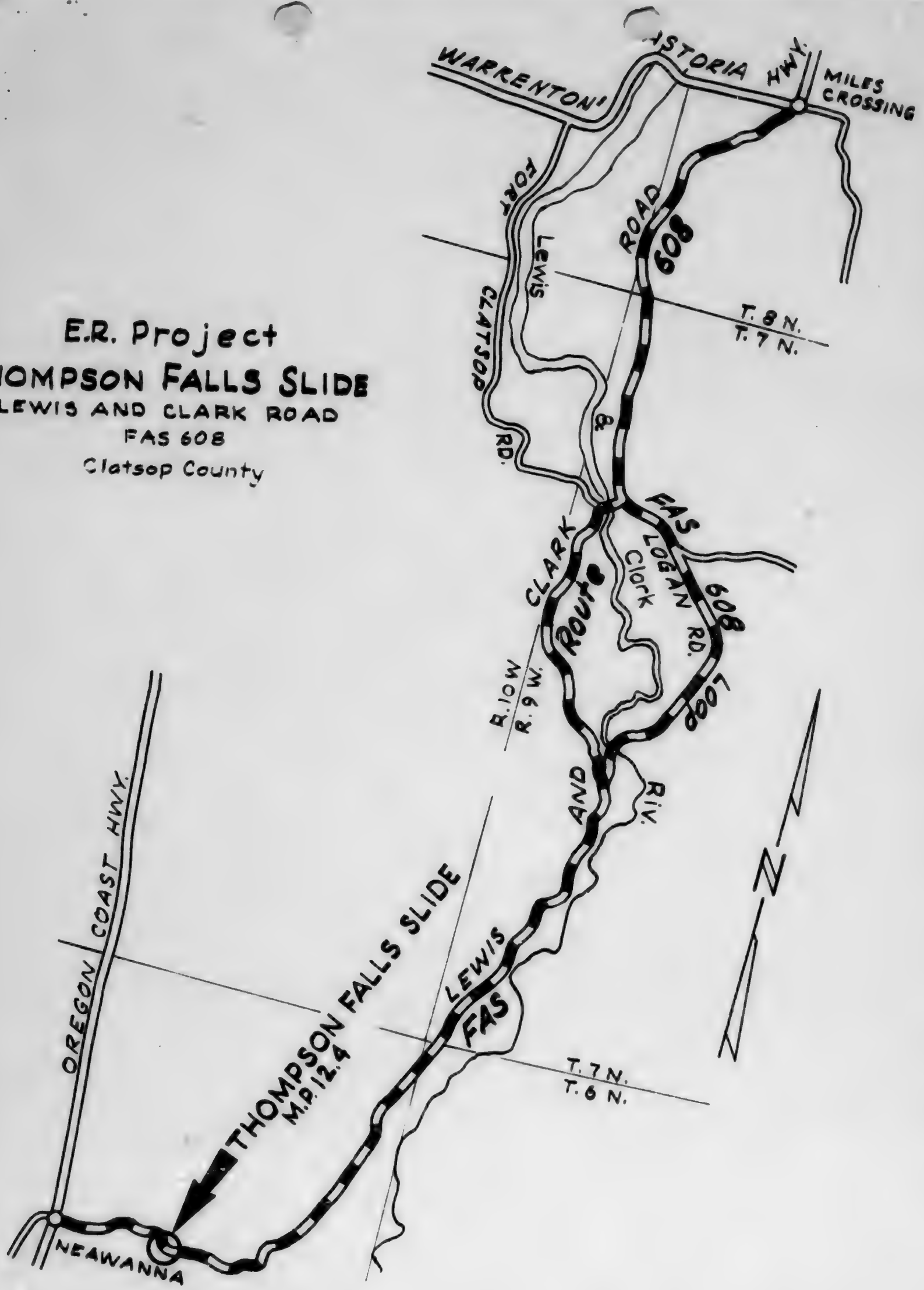
FAS 608: Lewis and Clark Road, Thompson Slide Section. Grade, drain, base and pave. M.P. 12.4. $22,300.

This project is to consist of relocating a portion of the roadway across a slide area so it can be restored to its former two 9-foot oil mat travel lanes with 4-foot gravel shoulders. Traffic can use the detour as constructed by County until the project is completed.

State to make the survey and plans.

County will acquire the additional right-of-way and make arrangements for utility adjustments.

E.R. Project
THOMPSON FALLS SLIDE
LEWIS AND CLARK ROAD
FAS 608
Clatsop County



FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
October 7, 1971

SUBJECT: Proposed ER (Emergency Relief) Project

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Attached are twelve copies of the tabulation, with map attachments, describing a slide area in Clatsop County.

Clatsop County is requesting ER funds for a project to correct a slide on the Lewis and Clark Road, FAS 608. The total estimated cost of this project is $22,300. The Federal Highway Administration will finance 100% of the cost of the project.

If satisfactory, this project should be presented to the Highway Commission for approval at the October 19, 1971 meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

RECEIVED
OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

RECEIVED
COUNTY & CITY SECTION
OCT - 5 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Clatsop FAS No. 608 Date September 20, 1971

County Road Name the Lewis & Clark Road

Section Name ~~Crown Hill~~ Thompson Slide

Type of Project Excavation, clearing Drainage, Roacking Oil Mat

Location of Project (Attach sketch map)

ADT 140 Design Speed 50 M

Is this request for county bridge design only? Yes_____ No X

County FAS bridge design? Yes_____ No X

I. ROAD PROJECT DATA

1. Traveled Surface: Type Oil Mat Width 18'

2. Shoulders: Type Rock Width 4'

3. Grading & Drainage:
   By County_____ County Date of Completion_____ By Contract X

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract X
   Has base design been given to County? Yes_____ No_____
   Will it be furnished? Yes_____ No_____

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
   By County _____ County Date of Completion _____ By Contract X

8. Clearing:
   By County _____ County Date of Completion _____ By Contract X

9. Curbs:
   Curbs Required? Yes_____ No X
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)_____
   Width between curbs_____

10. Are pedestrian walkways necessary? Yes_____ No X

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract_____
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4:)

13. Will County adjust structure to new grade? Yes___ No___

14. Will County adjust structure to additional width? Yes___ No___

15. Will adjusted width be standard? Yes___ No___
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes___ No_x_

17. Does County wish sight posts installed? Yes_x_ No___

18. Does County wish State to permanently stripe project? Yes___ No_x_

19. Will County do striping? Yes___ No_x_

20. Does County wish guardrail installed? Yes_X_ No___

By County___ Contractor_X_
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_x_ No___
By seeding and mulching Yes___ No___
By rock blanket Yes___ No___
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes___ No_x_

23. Can through traffic be detoured? Yes_x_ No___

24. Must new detour be constructed? Yes___ No_x_

25. Will detour be maintained by County? Yes___ No_X_

26. Will detour be maintained by Contractor? Yes___ No___

27. Will County sign project outside work area during construction?
Yes___ No_x_

28. Will Contractor sign project outside work area during construction?
Yes_X_ No___

29. Should contract provide for permanent signing? Yes___ No_X_

30. Should State do permanent signing? Yes___ No_X_

31. Will traffic signals be required? Yes___ No_x_
If yes, give location and type desired___
___

32. Is project contingent upon other factors? Yes___ No_X_
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream NONE
2. Name of bridge_____
3. Dimensions of existing bridge. Length_____ Roadway Width_____
4. Type of design and material used in existing bridge._____
5. Location (please attach map with location marked):_____
   Section_____ Township_____ Range_____ W.M.
6. Desired width of bridge_____
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)
7. Are sidewalks desired? Yes_____ No_____
   Upstream_____ Downstream_____ Width_____
8. Does County wish a particular type of bridge design? Yes_____ No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)
9. Will County furnish any materials for bridge? Yes_____ No_____
   Explain_____
10. Foundation Testing: By County? Yes_____ No_____
    By State? Yes_____ No_____
11. Will County close road during construction? Yes_____ No_____
12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be maintained by County? Yes_____ No_____

15. Will detour be maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____No_____

17. Will Contractor sign project outside work area during construction?
Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____

Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No_____ Size_____
Company_____

b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____

c. Storm sewer: Yes_____ No_____ Size_____
Company_____

d. Gas mains: Yes_____ No_____ Size_____
Company_____

e. Power lines: Yes_____ No_____ Size_____
Company_____

f. Telephone lines: Yes_____ No_____ Size_____
Company_____

g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_____

26. Does County wish complete job of illumination in project?
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____
_____
_____
_____

Remarks re Section II: _____
_____
_____
_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No ____
   By County? Yes ____ No X
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No ____
   By County? Yes ____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____

2. Is any additional right-of-way needed? Yes x No _____

3. Will right-of-way be acquired by: Resolution _____ or Deed x

4. Should State prepare options? Yes x No _____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes X No _____

6. Should material source site be included in right-of-way descriptions? Yes — No —

7. Is there any merchantable timber on right-of-way? Yes x No _____

8. Will timber be reserved for owner? Yes x No _____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No X

10. Is a hearing necessary? Yes _____ No x
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No x
    If yes, give type and name of utility company: Pacific Power & Light Co

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No _____
    If yes, give type and name of utility company: Pacific Northwest Bell

13. Are utilities on existing right-of-way by permit x or by franchise _____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No X
    If yes, give name of irrigation company or district _____
    and dates between which water can be turned off: From _____
    To _____

15. Are there any railroad crossings? Yes _____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No X

25. Will railroad crossing be altered: Yes_____ No X
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State X or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ $22,300.00

2. Available FAS Funds $ XXXXXX

3. Does County wish advancement of future Federal funds? Yes XX No XX
   Amount XXXXXX

4. Date match money is available XXXXXX

5. Will there be any 100% County money? Yes XX No XX

6. Maximum amount of 100% County money available: $ XXXXXX

7. Date County requests letting: Soon ASpossible

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Miriam L. Johnson
County Judge or Comm. Chairman

By _____
County Commissioner

By James Sampsonough 17
County Commissioner

By _____
County Engineer or Roadmaster

County Clatsop County

Date Oct 4 1971

O.S.H.D. Field Engineer

Date 10-5-71

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ $22,300.00

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount_____

4. Date match money is available _____

5. Will there be any 100% County money? Yes_____ No_____

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting: Soon AS possible

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Hiram L. Johnson
County Judge or Comm. Chairman

By _____
County Commissioner

By James Lamborough
County Commissioner

By _____
County Engineer or Roadmaster

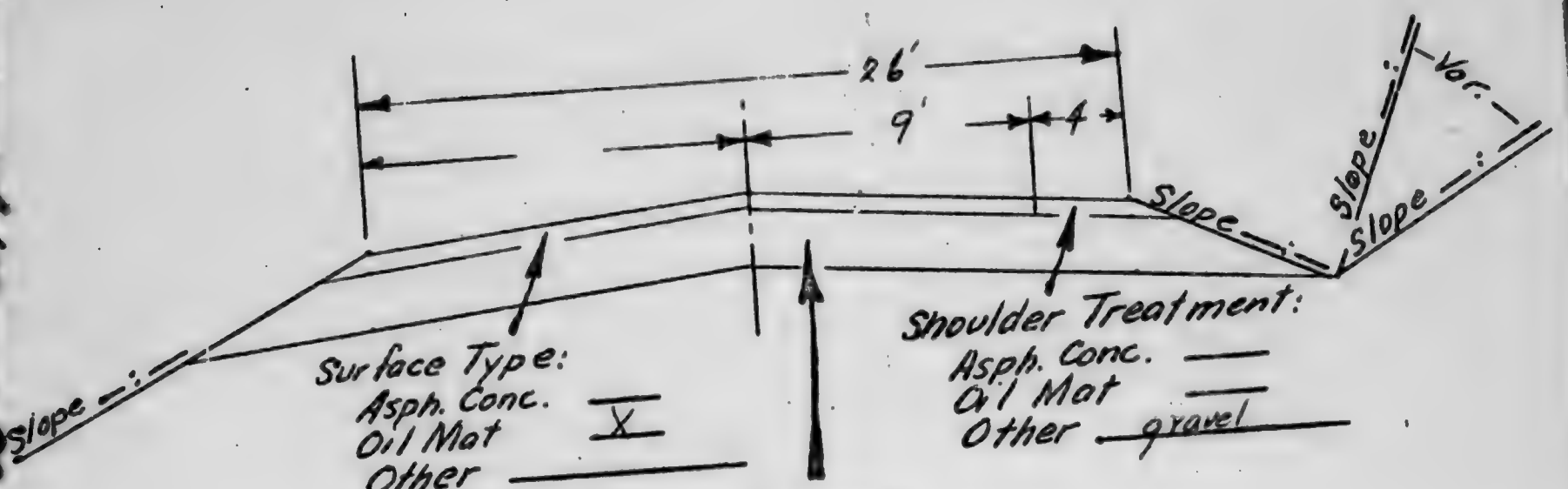
County Clatsop County

Date Oct 4 1971

D. H. Runge
O.S.H.D. Field Engineer

Date 10-5-71

TYPICAL SECTION



Surface Type:
Asph. Conc. X
Oil Mat
Other

Shoulder Treatment:
Asph. Conc.
Oil Mat
Other gravel

Type of Base:
Pit or Quarry Run X
Crushed Stone
Asph. Treated
Cement Treated

Foot paths:
Asph. Conc.
Gravel

No. of Lanes
Lane Width
Shoulder Width or Shy Dist. from Curb
Median Width
Total Width between Curbs

Curbs
Type "C"
Curb & Gutter
Other

RECEIVED
7813

August 2, 1971

Oregon State Highway Commission

Gentlemen:

Presented for your consideration are four emergency relief projects that were caused by the flood and storm damage during January 1971. These projects are eligible for 100% Federal-Aid reimbursement under the Emergency Relief Program.

Beaver Hill Fill Slide Sec., Ore. Coast Hwy., Coos Co.: Grade, Pave	$ 30,000
Mile Post 39.2 Slide Sec., Sunset Hwy., Wash. Co.: Grade, Pave	$160,000
Sawyers Rapids and Elkton Slide Sec's., Umpqua Hwy., Douglas Co.: Grade, Pave	$250,000
Harder (M.P. 7.5) and Tompson Falls (M.P. 12.4) Slide Sec., FAS 608, Lewis & Clark Rd., Clatsop Co.: Slide Correction	$ 25,000

These projects are in an advance stage of design and I recommend they be let at the August bid opening. Chairman Jackson approved this matter on August 2, 1971 and it will be on the agenda for confirmation at the September 7 meeting.

BLG:js kw

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Ousery
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
L. H. Young
V. E. Skoog
R. N. Bothman
F. D. Morgan
Carroll Keasey
J. B. Boyd
L. W. Rullen

RECEIVED
JUL 23 1971

FHWA-12 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 22, 1971

In reply refer to: 08-35-EC/710.17

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Emergency Relief Program

The Washington office has approved effective July 7 the following five Emergency Relief Program items:

Item	Project	Location	Work
30	ER-241(1)	Lewis & Clark River Rd.	P.E. & Reconstruction
31	ER-241(2)	Lower Nehalem River Rd.	Emergency Repairs Only
32	ER-241(3)	Browns Mead Road	P.E. Reconstruction Including $2500 Emergency Repairs
33	ER-241(4)	Fish Hawk Road Slide	P.E. Reconstruction Including $1000 Emergency Repairs
34	ER-241(5)	Youngs River Loop Road	P.E. Reconstruction Including $3000 Emergency Repairs

In accordance with the findings of March 9 and April 6 that an allotment of emergency funds was warranted under the provisions of Sections 120(f) and 125 of Title 23 USC to provide for 100 percent financing of the costs of repair and reconstruction an allotment of $38,800 Appropriation Code 098 funds have been made to our Regional Federal Highway Administrator to provide financing of the approved projects.

NOTED
TOM EDWARDS

RECEIVED
JUL 23 1971
STATE OF
SIMPSON ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
JUN 10 1971
FOR FILING

ER-241(1)

June 8, 1971

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 900
Salem, Oregon 97308

Dear Sir:

We are submitting program data for Item 30, Project No. ER-241(1) Lewis and Clark River Road Section, which we desire to have included in the Federal Aid Emergency Relief Program occasioned by the January 1971 storms.

This is a Clatsop County emergency project on FAS 606. County forces completed the emergency repair and the permanent restoration is planned to be accomplished by regular contract.

Very truly yours,

E. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-8-71

FEDERAL-AID (PP

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21-65): Co. Rd. US 101 N.E. 9.7 mi. — ADT — PRESENT: 550 — FUTURE (66): 750 — Y (70)(71)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26-62): P.E. Temp & Perm. Storm Repair — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73): 71-1 — PL. A (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Emergency Relief — COUNTY NAME: C — NAME OF URBAN AREA (17-31) — ROUTE NO.: S — FEDERAL-: 60

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59-66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
5					PE Stage 2		Co. Rd. US 101 N.E. 9.7 mi. (M.P. 3.9 to M.P. 13.6) (Lewis & Clark River Road Section)	9.7	2,000	2,000
5					ROW					
5					CONST (CODE) 3210 Temp. Stage 2, Perm. Stage 1			9.7	8,600 25,000	8,600
							PROJECT TOTALS	*9.7	35,600	10,600

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

(16) (23)(24)

r
f

*

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-8-71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	550	750	91	08	Oregon	35	098	30

UTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				71-1		ER-	241	(1)		

COUNTY NAME: Clatsop — CODE: 007

ROUTE NO.: S — FEDERAL-AID: 608 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [X] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
N.E. P. 13.6)	9.7	2,000	2,000			P.E., all phases. Temp. & perm. storm restoration; wind storm cleanup, slide removal, clearing, drains, rock base and replace pavement.
ction)	9.7	8,600 25,000	8,600			(Temporary repair by county forces, perm. restoration by regular contract.)
PROJECT TOTALS	*9.7	35,600	10,600			

REMARKS

This work is necessary because of extremely heavy rains, on top of a previous deep snow pack, and hurricane force winds during the January 1971 storms.

*Intermittent Sections

-over-

USCOMM DUSCOMM-DC 48903-P61

Existing Facility: The present facility consists of two 9' travel lanes of bituminous concrete pavement with 2' shoulders.

Project Data: This county route had severe wind storm damage in the form of downed timber and extremely heavy debris between M.P. 3.9 and M.P. 13.6, in addition to two fill slides at M.P. 7.5 and at M.P. 12.4. Temporary repairs for the project consists of debris clearance, removal of felled trees lying across the road and temporary repairs to the two slide areas to permit two-way traffic.

Temporary Repair Costs:

Labor	$4,375
Equipment	3,257
Material	950
	$8,582

Permanent repair will be by regular contract for the two slide areas as follows:

Harder Slide Section
M.P. 7.5 (100 lin.ft.)

At this point the roadway passes through the upper portion of a small linear slide. Erosion of the slide toe by the Lewis and Clark River, combined with excessive subterranean water activated this slide causing the roadway to drop two to three feet. Correction will consist of filling the area with rock, installing both surface and subterranean drainage above the road to stabilize the slide and replacing the surfacing.

Permanent restoration will consist of:

Complete misc. drainage	$1,400
Rock Base	1,400
Pavement Replacement	1,900
	$4,700

Thompson Falls Slide Section
M.P. 12.4 (150 lin.ft.)

At this point a linear fill slide removed approximately half of the traveled roadway width. The slide was caused by excessive surface water

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mpo-

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percolating through the roadbed. Temporary repair was made by moving the roadway alignment toward the hillside; but, only temporarily because of a curve at the end of the slide. The roadway alignment will need to be improved from the temporary status to relieve the unsafe condition caused by moving the roadway into the hillside. This alignment improvement will be accomplished by flattening the curve at the end of the slide, rather than to reestablish the original alignment by filling the very large hole in the fill caused by the slide.

Permanent restoration will consist of:

Clearing	$ 1,500
Excavation	10,000
Perforated Drains	2,800
Rock Base	4,500
Surface Treatment	2,500
	$21,300

as

A public hearing is not required for this project under par. 3c of PPM 20-8 as this work is necessary because of the natural disaster concurred in by the Federal Highway Administrator.

State Clearinghouse review is exempt by working agreement with the State Executive Department dated February 9, 1971.

ng
ling

ater

7814 35th St.-Tyler Ave. (Corvallis) 1972
Bikeway Sec. on Corv.-Newport and
Pac. West Hwys.
(Grading and paving)

RR 745

FORM 81.734.3030

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 2-1126

Salem, Oregon
January 21, 1974

FROM: C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT: 35th Street-Tyler Avenue (Corvallis) Bikeway
Benton County

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

On January 11, 1974, this office received a letter from L. L. Wallace, Bridge Design Engineer informing us that the proposal to replace the present two northerly spans of the Mary's River Bridge, where it crosses the subject bikeway, had been disapproved by Highway Administration. This work was to be done under Order for State Force Work number 6 on contract number 7814. The reasons for the project were twofold in that instructions had been received to alleviate a reverse curve problem on the bikeway at this location, and a study had indicated that the replacement of the two treated timber trestle spans with one span would best accomplish this work and provide a betterment to the structure at the same time.

Subsequent to our conversation on this matter, the Region Office requested that Richard E. Nelson, Resident Engineer in Corvallis determine whether any problems had been encountered in the performance of the bikeway. A report from Mr. Nelson indicates that neither he nor the City of Corvallis has been able to determine that there has been any accident problem at this location. A copy of Mr. Nelson's report is included for your review.

The Region Office recommends that nothing be done to this project at this time, and the Order for State Force Work number 6 on the subject project be cancelled.

COF/elk
cc: E. S. Hunter
L. L. Wallace
Dick Nelson
Howard Johnson
C. T. Keasey

RECEIVED
JAN 22 1974
Office of
Assistant State Highway Engineer

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
NOTED
E. S. HUNTER

2-1126

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR 97330

REGION 2 ENGINEER
RECEIVED
JAN 18 1974
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

DATE January 17, 1974

TO C. O. Fredrickson
Regional Engineer

FROM Richard E. Nelson
Resident Engineer

SUBJECT Third Street Undercrossing
35th St.-Tyler Ave. (Corvallis) Bikeway
Benton County

The double retaining wall, 3rd Street undercrossing, was constructed in conformance with the approved project plans.

The route was not opened until June 15, 1973, however, use of traversable segments was not prevented prior to this date. The segment in question was paved May 2, 1973. May 30, 1973, I received a copy of Jim McClures memo of his May 8, 1973 private inspection, critisizing the facility. This memo prompted several high level inspections, which resulted in instructions to proceed with design of possible revisions. Three alternates were submitted July 5, 1973, in the narrative I recommended delaying any decision on reconstruction, as my investigation did not reveal anyone having any problems with the facility. However, the decision was made to proceed with reconstruction by State Forces, State Force Orders and Request to Over-run Project Authorization were submitted August 16, 1973. These were resubmitted September 18, 1973 with revised cost estimate, with additional data on condition of existing Mary's River bridge; in the letter of transmittal I again commented that there had not been any reports of problems. This a.m., January 17, 1974, I contacted the City of Corvallis and to their knowledge there has never been an accident at this location.

I would still recommend that should the Mary's River bridge require repairs or reconstruction, that revisions be included to the bikeway, but revisions to the bikeway do not appear justified at this time, unless bridge work is required.

7814

January 8, 1974

General Insurance Co. of America
Portland Service Office
1500 S.W. First
Portland, OR 97201

Gentlemen:

On December 26, 1973, we wrote to you concerning release of final payment on Contract No. 7814 awarded to Builders Supply Company for work on the 35th St.-Tyler Avenue Bikeway in Corvallis in Benton County.

Final payment on this contract is $3,000 and the total contract amount is $73,198.68, including $474.16 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js

cc: Builders Supply Company
P. O. Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7.814

December 20, 1973

TO Oregon Transportation Commission

FROM

F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7814, Work Completed July 3, 1973

Project 35th St. - Tyler Ave. (Bikeway) Corvallis

Highway Corvallis-Newport & Pacific West, County Benton

Type of Work Grading and Paving

Contractor Builders Supply Company

Recommended Acceptance Date December 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7814

October 12, 1973

TO: Oregon Transportation Commission

FROM: A. E. Johnson
Acting State Highway Engineer

SUBJECT: Request for Additional Authorization
35th Street-Tyler Avenue (Corvallis) Bikeway
Contract No. 7814

An overrun of the project authorization on this project is anticipated. The original project authorization was $110,690.01. The present estimated cost is $135,045.15, indicating an overrun of $24,355.14 or 22 percent. Builder Supply Company of Corvallis is the contractor.

The major reason for this overrun is State Force Order No. 6, which recently added $42,000 to the project for remodeling the bikeway retaining walls under the Third Street highway structure for better alignment; this included remodeling of two approach spans of the structure at the same time. Some other minor refinements of the bikeway project will also be performed, including construction of four bike parking areas and a 200-foot spur connection from the bikeway to an existing walk on the easterly side of Third Street.

I recommend that the project authorization be increased by $24,355.14, to a new total of $135,045.15. Your approval is recommended. This is a State project.

This matter will be on the agenda for your consideration at the October 24 meeting.

JAB:fw kmb
bc: Cecil Head
George M. Baldwin
F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Richard Nelson
V. L. Gallagher
Gary Sund
R. E. Whipps

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1973

SUBJECT: 35th St.-Tyler Ave. (Corvallis) Bikeway
Contract No. 7814
Request for Additional Authorization

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

With your approval of SFO No. 6 in the amount of $42,000, it becomes necessary to request an increase in this project authorization. The contractor's work was done July 3 and as contracted the project actually underran about 15.9 percent. The estimated cost of SFO No. 6 however will result in a 22 percent overrun, or $24,355.14.

The added work to be done by State forces involves remodeling the so-called bikeway retaining walls which were built under the Third Street highway structure including remodeling of two approach spans of the structure at the same time. Some other more minor refinements of the bikeway project will also be performed including construction of four bike parking areas and the construction of a 200-foot spur connection from the bikeway over to an existing walk on the easterly side of Third Street.

You have already approved the $42,000 SFO No. 6. Rough draft letter to send the request for additional funding to the Transportation Commission is attached.

RECEIVED
STATE HWY ENGR
OCT 11 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 10 1973
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

7814

Form E-572 (Rev. 10-68)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project 35th St. - Tyler Ave. (Corvallis) Bikeway Date September 26,1973

Highway Corvallis - Newport and Pacific West Contract No. 7814

County Benton Kind of Work Grading & Paving Contractor Builder Supply Co.

	Authorized	Estimated	
Contract Amount	$92,472.50	$83,620.15	
Anticipated Items	4,200.00	--	
Contingency (4½%)	4,350.26	42,000.00	
Engineering	9,667.25	11,000.00	
	--		
Credits		-1,575.00	
PROJECT COST	110,690.01	135,045.15	22.0%
	NET INCREASE $	24,355.14	

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) SFO #6 revise bikeway	$42,000.00	+ $42,000.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-24-73

Principal reasons for overruns (Continue on reverse side): The structure under 3rd Street needs revision to provide a better radius at each end to cope with the high speed bicyclist using this path.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ Construction ~~or Bridge~~ Engineer

Confirmed by _____ Division Engineer

Noted by _____ ~~Asst.~~ Deputy or State Highway Engineer

SP*23780-734

7814

September 5, 1973

Builders Supply Company
P. O. Box 1126
Corvallis, OR 97330

Gentlemen:

We have reviewed your request for a 21-day extension of time on Contract No. 7814 for work on the 35th Street-Tyler Avenue (Corvallis) Bikeway project on the Corvallis-Newport and Pacific West Highways in Benton County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 13 days is granted, which will reduce the time liquidated damages on this project. This includes four days for added fencing quantity, one for late added curb work, and eight days charged awaiting minor corrective work on the fence.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: Cecil Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Richard Nelson
V. L. Gallagher

JAB:fw

7814

cc: C. W. Head
G. M. Baldwin
H. S. Co[illegible]er
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
Bob Whipps

OREGON STATE HIGHWAY DIVISION

JAB:fw dpy

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 5, 1973

TO Oregon ~~State Highway~~ Transportation ~~Commission~~

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
35th St.-Tyler Ave. (Corvallis) Bikeway
Contract No. 7814

Builders Supply Company, contractor on this project, has requested a 21-day extension of the contract time, citing a delay in securing steel fencing materials by their subcontractor, Cyclone Fence Division of U.S. Steel Corporation, and a deletion of the last eight days charged against the contract when we were only awaiting completion of some corrective and repair work on the fence. Bids were opened on the project September 14, 1972. The project was completed July 3, 1973 with 21 days liquidated damages assessed at $75 per day for a total of $1,575.

The main item of work done on liquidated damages time was the fencing. The fencing quantity overran 362 feet or 42 1/2 percent. The fence work on this contract required ten workdays. The prorated overrun quantity justifies four days time extension. One day extension is justified for some late curb work added in two locations after a June 1, 1973 inspection of the project. An eight-day extension is justified for the period from June 24 to July 3. It was on this latter date that the fencing subcontractor made certain repairs and corrections to give us an acceptable project. Liquidated damages have been assessed through July 3. The project was virtually complete on June 24 awaiting only the minor work done on the last day.

I have granted a 13-day extension of time on this project. This will leave eight days and $600 liquidated damages in effect. This was a State project.

This matter will be on the agenda for your concurrence at the September 19 meeting.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7814 Contractor Building Supply Company

Highway Corvallis-Newport Highway

Section Pacific West

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 4 days for fencing quantity overrun, 1 day for late added curb work, and 8 days after project was virtually complete but awaiting minor corrective work.

Recommended for Approval:

REGIONAL CONSTRUCTION ENGINEER

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7814
Project designation	State (State-Federal)
Date awarded	Sept. 22, 1972
Work started	November 6, 1972
Per cent completed	100% July 3, 1973 (Date)
No. of Calendar Workdays Allowed	250
No. of Calendar Workdays Used	271
No. of Added Calendar Workdays Requested	21

SP*6296-734

B-220 (Rev.)—835—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 7/25, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 271 days, within which to complete our Contract No. 7184, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Dates and justifications indicated on attached letters

Respectfully submitted,

Builders Supply Company, Inc.
Contractor

By Jonathan P. Mara

CONSENT OF SURETY

Date ....., 19.....

We, ...,

..... as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

FORM E-30 (REV. 10-69)

RECEIVED
AUG 30 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1973

SUBJECT: 35th St.-Tyler Ave. (Corvallis) Bikeway
Contract No. 7814
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

NOTED
H. S. COULTER

Herewith Builder Supply Company's request for 21 days time extension citing two reasons - delay in securing steel fencing materials by their subcontractor, the Cyclone Fence Division of U. S. Steel Corp., and requesting deletion of the last eight days charged against the contract when we were only awaiting completion of some corrective and repair work on the fence. Some pertinent dates are:

Bids opened	September 14, 1972
Day count started	October 6, 1972 (250 straight calendar days allowed)
Time allowed expired	June 12, 1973
Project completed	July 3, 1973

21 days liquidated damages assessed at $75 per day = $1,575

The grading work on this project was on an hourly equipment rental basis and, as contracted, these hourly items made up 25 percent of the contract amount. As actually performed, these items underran as did the overall contract work. The contract amount underran 13.5 percent.

The main item of work done on liquidated damage time was the fencing. It seems to me the fence subcontractor should have been well enough aware of fence material availability not to have waited until May of 1973 when 85 percent of the contract time had passed to order the necessary materials. Surely U. S. Steel should know what market and supply trends are.

Contrary to the Region position, I do believe we should recognize as a reason for extension the significant overrun in our fence quantity, which was 362 feet or 42-1/2 percent. This is a similar situation as existed on the Medford Bikeway where we also overran the fence quantity and have recognized it as a reason for time extension. The fence work on this contract was spread over ten actual workdays. The prorated overrun quantity would therefore justify four days time extension.

Region cites another reason not set forth by the contractor which should also be recognized for one day extension. This was for some late curb work added in two locations after a June 1 inspection of the project. The work was actually done on June 13 which is not concurrent with any of the fence work time. We would therefore concur with the Region recommendation for this one day.

There was no activity on the project on June 25 (a Monday) until July 3 (a Tuesday) and it was on this latter date that the fencing subcontractor made certain repairs and corrections to give us an acceptable project. Liquidated damages have been assessed through July 3. I question the adequacy of our own communications with the contractor through this time. It would have taken a week of this interval of time before the contractor would have received a new statement of workday charges against the contract. I would recommend eight days extension for the days when no work was done on the project and it was virtually complete awaiting only the minor work done on the last day.

I therefore recommend a 13-day time extension. This will leave eight days and $600 liquidated damages in effect. This was a State project. Rough draft letters to the Commission and contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

2-1126

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 14, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

RECEIVED
AUG 1973
CONSTRUCTION
SECTION

SUBJECT Time Extension Request
Corvallis Bikeway

The contractor, Builder Supply Company Inc., has formally requested a 21 calendar day time extension. This would extent the project from the specified 250 calendar days to 271, the time it actually took to complete the project.

The only work performed on the project after the specified 250 calendar days expired June 12, was a small amount of extruded curb and most of the fencing. The days worked after June 12 is shown on the attachment.

This project underran its authorization 15.9 percent. Engineering overran 13.8 percent. There were six price agreements and two extra work orders. None really constitutes a basis for a time extension.

There were numerous minor adjustments to complete the project. This should be anticipated on an equipment rental type project.

Builder Supply Company and their fencing subcontractor, US Steel, give two reasons for their request.

1. Material Supply and Delivery Problems can only be said to be the contractor's responsibility. The only way we might get involved was the 362 lineal foot or 43 percent increase in the 850 lineal foot fencing bid item. However, the staking was done May 8, 1973. The subcontract was dated May 12. Fencing workstarted June 2. The added quantity didn't affect these dates and not the final completion date either. ?

21 day @ $75 = $1575

2. The project was basically completed Sunday, June 24. However, all workmanship and damaged materials were not corrected until Tuesday, July 3. There were other questionable practices on the part of this subcontractor.

Therefore, it is recommended 1 calendar day be granted for the curb work and the remaining 20 calendar days of liquidated damages be allowed to stand at the $75.00 per day rate. This leaves a $1,500 liquidated damage.

Also attached is the formal request; US Steel Supply Company, July 13, 1973 letter; FB Foster Company's May 22, 1973 invoice; Builder Supply Company's July 25, 1973 letter; Resident Engineer, Richard E. Nelson's August 3, 1973 letter of transmittal, analysis, and recommendation, and a sheet of critical dates.

GW/ek
Attachs.
cc: Dick Nelson

Work after Spec Comp Date
Concellis Bikeway

+ June 8/16 H.S.

Date		Week-day	Freeway	Other arts	None
June	13	Wed		X	
	14	Thurs			X
	15	Fri			X
	16	Sat			X
	17	Sun	X		
	18	Mon	X		
	19	Tue	X		
	20	Wed	X		
	21	Thurs	X		
	22	Fri			X
	23	Sat			X
	24	Sun	X		
	25	Mon			X
	26	Tue			X
	27	Wed			X
	28	Thurs			X
	29	Fri			X
	30	Sat			X
July	1	Sun			X
	2	Mon			X
	3	Tue			X

2-1126

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon

DATE August 3, 1973

TO C.O. Fredrickson
Regional Engineer

Attention G.W. Wimer

FROM Richard E. Nelson
Resident Engineer

SUBJECT Extension of Time Request
Contract 7814
35th St.-Tyler Ave. (Bikeway) Corvallis

Attached is an extension of time request from Builders Supply Co. for contract 7814 (35th St.-Tyler Ave. Bikeway).

The request is based on two contentions. 1. that material was not available within a normal delivery time. I cannot verify or deny their contention that the material would have normally been available in less than 10 days. I can say that in my opinion that they did not prosecute the work in a diligent and efficient manner. The contract was awarded September 22, 1972, by their letter they did not order the materials until May 8, 1973. The original bid quantity was [illegible] lin. ft., the final quantity was 1212 lin. ft., an overrun of [illegible] lin. ft., the project plans required 22 each of the pipe in question, the final amount was 30 each.

2. That charging of time from June 24 through July 3rd was deserving of consideration in as much that the basic structure was in place and only corrective items were left to be completed. The basic structure was in place by June 24, however, due to damaged materials and poor workmanship the day count was continued. [illegible] that the day count was continuing, they did complete the work required that evening.

I can not recommend the granting of this request, the subcontractor in this case is also the material supplier and the manufacturer. It would not appear to me that delivery times could unknowingly change from less than 10 days to 60 to 90 days between what they refer to as early spring 1973 and May 8, 1973. The other basis, I also must recommend against, the item, to be accepted, must be complete and they are, in my opinion, responsible for their workmanship and the damage that their workmen incurred.

Prefix 2-1126

Date August 3, 1973

CRITICAL DATES
Time Extension Request
35th St.-Tyler Ave. Section
(Bikeway) Corvallis
Contract # 7814

REMARKS**	DATE	CALENDAR* WORK DAYS
Bids received	8-31-72	
Date of award	9-22-72	
Date of letter of notice of award	9-25-72	
Twenty calendar days after bids received ***Ten days except Sundays & holidays after notice of award	10-6-72	
Calendar* ~~work~~ day count commenced	10-6-72	
Work commenced	11-6-72	
Work ceased for season on	Not applicable	
Suspension of work order issued effective	Not applicable	
Resume to work order issued effective	Not applicable	
Work resumed the next season on	Not applicable	
All contract work except PA & EW completed	7-3-73	
All contract work including ~~PA~~ & EW completed	7-3-73	

No 9-14-72

*Omit inappropriate word

**Include other pertinent remarks, and repeat where necessary; keeping in sequence. Graphs of overlapping work phases are frequently helpful for analysis of your recommendation.

***Or as specified in contract for commencement of time charges.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7814 Contractor Building Supply Company

Highway Corvallis-Newport Highway

Section Pacific West

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 4 days for fencing quantity overrun. 1 day for late added curb work. and 8 days after project was virtually complete but awaiting minor corrective work.

Recommended for Approval:

REGIONAL CONSTRUCTION ENGINEER

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7814
Project designation (State-Federal)	State
Date awarded	September 22, 1972
Work started	November 6, 1972
Per cent completed (Date)	100% July 3, 1973
No. of Workdays Allowed	Calendar 250
No. of Workdays Used	Calendar 271
No. of Added Workdays Requested	Calendar 21

SP*8296-734

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 25 July, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 271 days, within which to complete our Contract No. 7184, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Dates and justifications indicated on attached letters

Respectfully submitted,

Builders Supply Company, Inc.
Contractor

By Jonathan B. Moss

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

Builders Supply Co.

POST OFFICE BOX 1126 • CORVALLIS, OREGON 97330

READY MIX CONCRETE · PRE-STRESSED CONCRETE · ASPHALT PAVING · SAND, GRAVEL AND LOAM · CRUSHED ROCK · EXCAVATION

ONE HALF MILE EAST OF VAN BUREN STREET BRIDGE ON OLD ALBANY HIGHWAY • TELEPHONE 752-3428

July 25, 1973

Mr. Dick Nelson
Resident Engineer
Oregon State Highway Department
3700 S. W. Philomath Blvd.,
Corvallis, Oregon 97330

Re: Bicycle Path Time Extension Request

Dear Sir:

Enclosed is a letter from U. S. Steel requesting time extension based on material supply problems. The requested number of days (14) would extend the completion date of the contract to June 26.

The actual fence portion of the contract was completed on June 24. On June 25 you notified me that there were some incidental items yet to be taken care of. I relayed this information to U. S. Steel Company's representative, Jack Morton. U. S. Steel did not complete the repair of the incidental items until July 3rd, at which time excess calendar days were actually shut off.

I request that consideration by taken in charging these last 8 days due to the fact that the basic job was already completed.

I feel that the additional extension should be also taken into consideration due to the fact that if there had been no material supply problem the work could have been completed prior to the scheduled completion date far enough in advance to have taken care of the incidental repair items which occurred.

Sincerely yours,

Jon Morse

Jon Morse
Superintendent,
BUILDERS SUPPLY COMPANY

JM/wfg

CYCLONE FENCE

U.S. Steel Supply
Division of United States Steel Corporation

2091 WILLIAMS STREET
SAN LEANDRO, CALIFORNIA
MAIL: P. O. BOX 1918
SAN LEANDRO, CALIFORNIA 94577
415/352-2300

July 13, 1973

RECEIVED
JUL 18 1973
BUILDERS SUPPLY CO.
CORVALLIS, OREGON

Builders Supply Co.
P. O. Box 1126
Corvallis, Oregon 97330

Re: Corvallis Bikeway - Contract No. ~~7184~~ 7814

Gentlemen:

Please refer to our Mr. Morton's letter of June 8, 1973, requesting an extension of time due to material supply problems.

I am writing this to document the material problems which were encountered unexpectedly. First it must be realized that Oregon State Highway Specifications contain several provisions which are not standard within the chain link fence industry and it was these requirements which helped to create the supply problems Mr. Morton mentioned.

These special requirements are:

1. Pipe posts required by the specifications must be of ASTM A-53 pipe and have a 2 ounce zinc coating.

   The standard in the fence industry is ASTM A-120 pipe with an average 1.8 ounce zinc coating.

2. Pipe which meets ASTM A-53 requirements is normally galvanized to an average 1.8 ounce zinc coating, thus a fence supplier must secure ungalvanized A-53 pipe and make arrangements for special galvanizing to meet the 2 ounce coating.

We, of course, were fully aware of these requirements at time of bidding, however, the steel market was such in the fall of 1972 and early spring of 1973, that we felt we could follow a normal practice of confirming actual job quantity requirements prior to placing orders for the pipe through our Eastern mills.

We, in fact, did confirm actual job requirements on May 8, 1973, and found them to be 40% greater than original bid quantities. We then sought to place orders for the A-53 pipe through normal channels only to discover deliveries were running 60 to 90 days.

In an attempt to meet our job commitment, we finally located some A-53 pipe in the Los Angeles area and placed an order for the same on

May 22, 1973 at considerable additional cost to us.

This material was in turn galvanized in the San Francisco area and thence to our Portland Warehouse for State sampling and inspection. It arrived in Portland on June 11, 1973 and was sampled on June 13, 1973. We were advised of the test results on June 26, 1973.

We took every step possible in the interim, including the shipment and installation of materials prior to learning the lab results, knowing there was some possibility of material rejection.

We actually commenced field installation on June 2, 1973 installing H-Section line posts and other standard materials prior to receipt of special pipe as outlined above. The special pipe was shipped from Portland to the site on June 15.

Due to the special pipe requirements and the steel market situation which we did not anticipate, it required 40 days to locate, order and process pipe which under normal conditions would have been available in less than 10 days.

We ordered the pipe as soon as actual quantities required were known. This being non-standard, orders are placed only for actual job requirements.

This letter, in addition to requesting a 14 day extension (May 8 to May 22, time required to locate a source of pipe) of time necessitated by the pipe supply problem, will also serve to certify that the 4 gate posts and 1-5/8" O.D. bracing which replaced stolen materials at the job after sampling of materials were of the same lot and do comply with O.S.H.D. specifications.

In confirmation of the above, we attach a copy of F.B. Foster Co. invoice dated May 22, 1973 covering the purchase of the pipe.

Favorable consideration of this request will certainly be appreciated in view of the added costs already incurred in our efforts to fulfill our contract commitments on this project as we have consistently done on so many other State projects in the past.

Your support in passing this on to appropriate State personnel is solicited.

Very truly yours,

UNITED STATES STEEL CORPORATION
CYCLONE FENCE

W. T. Houghton
Area Service Manager

WTH:lv

S.K. 11931

KAISER STEEL CO.

RAILS • TRACK ACCESSORIES • RENTAL • Sheet PILING • PIPE – Tested & Structural • H-BEARING • PIPE PILE

ONE CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA 94111

SOLD TO: CYCLONE FENCE CO.
P.O.BOX 1918
SAN LEANDRO, CALIF.

SHIP TO: SAME
2345 N.W.NICOLAI ST.
PORTLAND, OREGON

DATE ACKNOW.	CUST. ORDER NO.	F.O.B.	DATE SHIPPED	INVOICE DATE	TERMS:
5/22/73	06603398	SP			2 % 10 DAYS

NET 30 DAYS
1% PER MONTH SERVICE CHARGE WILL BE ASSESSED ON ALL BALANCES NOT PAID WITHIN 30 DAYS.

SHIP VIA: TRUCK-PTD.
CAR NO.:

ITEM	ORDERED	SHIPPED	DESCRIPTION	WEIGHT	PRICE	EXTENSION
A.	9135'		1 1/4" X .140 WALL BLACK STEEL PIPE P.E. A53 G.B. X SRL		$31.70 CPT	
B.	1000'		2" X .154 WALL DITTO X SRL		49.35 CPT	
C.	105'		1 1/2" X .200 WALL DITTO X SRL		110.00 CPT	
D.	967'		2 1/2" X .203 WALL DITTO X SRL		105.00 CPT	
			1992 PLUS PREPAID FREIGHT		300.00	

"ANY SALES TAX APPLICABLE TO THIS SALE ARE FOR BUYER'S ACCOUNT."

ACKNOWLEDGMENT

PRICES ABOVE NOTED ARE FIRM. IF, HOWEVER, BEFORE SHIPMENT OF THIS ORDER WE SHOULD RECEIVE INCREASES FROM OUR MANUFACTURERS, WE RESERVE THE RIGHT TO ADJUST THE ABOVE PRICES TO THOSE IN EFFECT AT TIME OF SHIPMENT WITHOUT NOTICE.

WE CERTIFY THAT THE GOODS REPRESENTED BY THIS INVOICE WERE PRODUCED IN COMPLIANCE WITH THE REQUIREMENTS OF THE FAIR LABOR STANDARDS ACT OF 1938, AS AMENDED.

SUBJECT TO CONDITIONS ON REVERSE SIDE
ACKNOWLEDGMENT COPY

7814

8-1-73

7814

Vic: fatal
The 1 bike accident
which involved the 64
year old man in
Portland was near
Franklin High School
not on a Bike Route.
Info from Bud Gregg

Corvallis, Oregon
Gazette-Times
(Cir. D 13,000)

AUG 1 - 1973

Allen's P. C. B. Est. 1888

Misused asset

To the Editor: 706

With all of the community interest and hard work beautifying the Willamette riverfront in downtown Corvallis, it is discouraging to see the recent engineering design of the bikeway by the State Highway Department. An eight-foot-wide sheet of asphalt, cyclone fence barriers, lane dividers and reflectors, and highway-engineered signs simply discount and violate the aesthetic sense of Corvallis residents, particularly those who have volunteered their time and energy to the revitalization and enhancement of the Corvallis riverfront.

City officials and state highway engineers should be petitioned to re-think the value of aesthetic treatment of waterfront areas: instead of cyclone fences in hazard areas why not native stone retaining walls; instead of asphalt paving why not brick pavers at several intervals; instead of mercury vapor lights why not a light system sensitive to a riverfront setting; instead of a bikeway which parallels merely the river why not strategic linkages back to the downtown area achieving a true marriage of river and city?

The Corvallis river front still represents a key to the economic, aesthetic and social viability of the downtown area. When will we recognize this vital asset to our community?

John P. Casserly, Jr.
2700 NW 27th St.

NOTED
E. S. HUNTER

RECEIVED
AUG 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7814

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	35th St.-TylerAve(Corvallis) Bikeway
WEEK ENDING:	July 14, 1973
SECTION PREFIX	2-1126
HIGHWAY	Corvallis-Newport & Pacific West
COUNTY	Benton
KIND OF WORK	Grading and Paving
NAME OF JOB	35th St.-Tyler Ave.(Corvallis) Bikeway
CONTRACT NUMBER	7814
FEDERAL AID PROJECT NUMBER	State
CONTRACTOR	Builders Supply Co.
DATE WORK STARTED	November 6, 1972
ESTIMATED COMPLETION DATE	July 3, 1973
DATE OF CONTRACT	September 22, 1972
SPECIFIED WORK DAYS	
WORK DAYS USED	
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	
SPECIFIED CALENDAR DAYS	250
CALENDAR DAYS USED	271
SPECIFIED COMPLETION DATE	
PERCENT OF TIME ELAPSED	108
PROJECT AUTHORIZATION:	$110,690.01
ENGINEERING AUTHORIZATION	$9,667.26
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST	100
EXCLUSIVE OF ENGINEERING:	$101,022.76
ENGINEERING COST TO DATE	$10,738
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION	100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING	$ 83,650
PERCENT OF AUTHORIZATION	111 %
DATE PROJECT WAS COMPLETED	July 3, 1973
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN	8 %

PROJECT COMPLETED - SEMIFINAL ESTIMATE DELIVERED TO REGIONAL OFFICE July 13, 1973.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~SURFACING~~ PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.34	2.34			2.34
MILES PARTIALLY COMPLETED	2.34	2.34			2.34
MILES COMPLETED	2.34	2.34			2.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)	All	14,400 LF			14,400 LF
TOTAL QUANTITIES CORRECTED TO DATE	All	13,767 LF			13,767 LF
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	13,767 LF			13,767 LF
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	PROJECT COMPLETED				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keeney K Footing
Ford B RECEIVED Foster E
Jackmond JUL 16 1973 Clenn
Hardt H Berg
Johnson CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity (week ending July 14, 1973)

REMARKS

G.W. Wimer, Regional Construction Engineer, George Wills, Field Locating Engineer, made final inspection of project Thursday, July 12, 1973.

Semifinal estimate and supporting data delivered to Regional Office July 13, 1973.

FINAL REPORT

SIGNED Richard E. Nelson LOCATION Corvallis

Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

7814

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 27, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

35th St.-Tyler Ave. (Corvallis) Bikeway
Corvallis-Newport West Highway
Benton County
Contract No. 7814
Your File: ~~GMO~~ 80530
0-0-72-19

Dear Sir:

On May 25, 1973, you wrote to me requesting advice as to when the fence work adjacent to the bikeway beneath your structure would be completed. This work was performed by our contractor during the period of June 20 - 21, and this fence work is now complete.

If you desire any further information regarding this, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

bc: ~~H. S. Coulter~~
C. T. Keasey
C. O. Frederickson
J. B. Boyd
Richard Nelson

RECEIVED
JUN 28 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7814

Tc Klaboe for info.

5-18-73

NOTED
E. S. HUNTER

Corvallis, Oregon
Gazette Times
(Circ. D 12,000)

Allen's P.C.B. F: 1555

7814

Corvallis Bicycle Path Freeway, Shady Lane

By George Wisner
Of The Gazette-Times

At times it's like a Southern California freeway.

At other times it has the aura of a shady country lane.

That's Corvallis' new $100,000 bicycle path which, although not officially dedicated, is getting considerable use.

Cyclists of all sizes and shapes can be seen pedaling along its 2.5-mile route, which begins at SW 35th Street and ends at NW Tyler Avenue.

Signing and protective fence work are all the project needs for completion, according to state engineers. The path was constructed with state gas tax revenues and is a part of what the city hopes will be a series of pedestrian-automobile separated bicycle and pedestrian pathways in the city.

On Thursday, the path was filled with cyclists. A jogger or two also were noted.

If the path suffers from anything, it might be overuse. A few blind corners also make cycling hazardous, especially if racing should develop.

But, for the most part, the path takes a rider from sunlight to shade in a patchwork manner which appeared to delight Thursday's users of the facility.

Once on the asphalt ribbon, a cyclist or pedestrian can travel along the Marys River, under the Third and Fourth street bridges and along the Willamette River to NW Tyler Avenue up to NW Second Street.

Completion of the project is targeted for June 12.

RECEIVED
STATE HWY ENGR
MAY 31 '73
REFER TO
FOR
Info. | Ass't | C/D | D/R | Sign | Act | File

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7814

Salem, Oregon
May 16, 1973

SUBJECT: 35th Street-Tyler Street - #7814
Corvallis Bikeway
Benton County

To: MEMO TO FILES

On the afternoon of May 8, I examined the subject bikeway to ascertain if any problems existed that could be corrected under the current project. I viewed the project from the north end at Tyler Street, following the Willamette River, and found the construction work was excellent. The only problem I noted along this segment was the lack of access locations to the City of Corvallis from the bikeway.

In the area near the confluence of the Willamette River and Marys River where we made the alternate trail location many graveled roads cross the bikeway. The City of Corvallis should take corrective action to eliminate this situation. I then viewed the flume type undercrossing structure of 99W and was not favorably impressed; surely a better solution could have been found. This flume provides absolutely no sight distance for the cyclist; it has curves on each side and is located in a sag. It was probably constructed as shown on the plans, but it does create a hazardous condition. Possibly a center stripe will be needed through this area together with warning signs.

As I was examining the bikeway near the railroad undercrossing a 61-year-old man stopped and stated that this is the best bicycle route, and the best way to spend his highway tax dollars, that he has ever seen. He then commented that he was probably the first casualty on the bikeway. As he approached the flume undercrossing structure a few days ago, he collided head on with a girl traveling in the opposite direction. Luckily, neither of them were hurt. He felt there was a definite need for signing this blind area for the cyclist as it could create some very hazardous accidents. He also mentioned the accumulations of gravel and dirt in the area of the undercrossing which makes it more hazardous.

NOTED
E. S. HUNTER

RECEIVED
MAY 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*52475-734

The bikeway crossing under the railroad appeared to be excellent and I could see no problems created by this crossing. West of this facility the two street crossings of 15th Avenue and Brook Drive are unacceptable as the paving appeared narrow and generally did not look good. Both of these streets should have painted bike crossings as well as bikeway signing to warn the motorist of the bikeway crossing. Signs have not yet been installed on the project; I assume this will be done at a later date by Maintenance forces.

Generally, I found that the bikeway was acceptable and an excellent facility except for the few minor problems that I could see. Sight distance problems, such as the one created by the flume undercrossing, should be avoided in the future. Additional signing will help to make the facility safer.

This bikeway would be an excellent facility to use in familiarizing our bicycle route designers and location engineering personnel with bikeway problems. I am sure they would gain experience that would help them to design better bikeways in the future if they actually traversed this facility on a bicycle.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: V.D. Wolfe
E.S. Hunter
C.O. Fredrickson
J.H. Versteeg
L.E. George

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1973

7814

To: Mr. C.O. Fredrickson
Region 2 Engineer
Salem, Oregon

SUBJECT: Bikeway Extension from E Street to the Corvallis Bikeway (under construction) Benton County Corvallis-Newport Highway

The City of Corvallis has made a request for an additional connection to the bikeway presently under construction from E Street along the railroad and under the highway overcrossing structure. Attached is a report on the facility estimated at a cost of $27,000.

Please review the attached report and advise if it would be feasible to negotiate a price agreement with the present contract for construction of this extension.

Victor D. Wolfe
Location Engineer

JDM:jp
Enclos.
cc E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
MAR 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*82473-734

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
7814-1 February 12, 1973

#7814

To: Mr. C.O. Fredrickson
Region 2 Engineer
Salem, Oregon

SUBJECT: Signing Plans
35th Street-Tyler Avenue (Corvallis)
Bikeway Section AND
Champoeg State Park Bikeways

-copy
Pla 7-2

Attached are two copies each of the preliminary signing plans for the subject bikeways along with letters from Mr. V.P. Johnson estimating the costs. Please review the plans for adequacy.

Possibly the signs prohibiting motor vehicles could be more effectively mounted on the same post with the bike route signs in some areas. If you concur with the plans, please proceed with a State Force order for the signing.

Victor D. Wolfe
Location Engineer

JDM:jp
Enclos.
cc: E.S. Hunter

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV 10-61)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 31, 1973

SUBJECT:

To: V. D. Wolfe
Location Engineer
BUILDING

Attention: Jim McClure

From: V. P. Johnson
Traffic Control Engineer

Subject: Sign Plans
35th Street-Tyler Avenue (Corvallis)
Bikeway Section

There are attached three copies of a plan showing recommended signing on the above section.

This work is estimated to cost $1500 if done by State Forces.

VPJ:njc
Attachments

RECEIVED
FEB 1 1973
LOCATION
SECTION

files

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7814

February 1, 1973
Salem, OR 97310

To: C. W. Head
Secretary

B U I L D I N G

SUBJECT: Construction Agreement
35th Street-Tyler Avenue
(Corvallis) Bikeway Section
Corvallis, Newport and Pacific
West Highways
Benton County
R/W File: 47392
PUX 834 SXF 597
Contract No. 7814

With copies of this letter, the above-captioned construction agreement with the Southern Pacific Transportation Company is being distributed to the parties listed below.

The original and one copy are being handed to Velda De Guire in the Right of Way Section for processing. Her attention should be brought to the fact that if this document is recorded, the Railroad should be supplied with the recording data.

The Resident Engineer's attention is called to the fact that Paragraph 7 of the agreement provides for the Railroad to remove 22 feet of track on First Street and make the necessary alterations to the Railroad structure under which the bikeway passes. The cost of this work is estimated to be $3850 and an Order for State Force Work should be written in this amount. In addition, an Order for State Force Work should be written in the amount of $1400 to cover Railroad protective costs. A diary of this work should be kept to assist in reviewing the bill for work by Railroad forces at a future date.

Upon completion of the work on Railroad property, the agreement required the State to maintain the bikeway at no expense to the Railroad. However, this obligation has been passed on to the City of Corvallis by the letter agreement with the City dated July 17, 1972.

Upon completion of this project, a copy of this agreement should be handed to the District Engineer, who should become acquainted with all of its provisions.

T. W. Litchfield
Railroad and Utility Engineer

NOTED
FRAN NEAVOLL

TWL:jly

cc: H. S. Coulter
C. T. Keasey w/agree.
V. D. Wolfe "
W. J. Hart "
V. E. Skoog "
J. L. Sollis w/agree.
C. O. Frederickson "
R. E. Nelson "
J. W. Valentine "

NOTED
C. W. HEAD

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

FOR FILING

7814

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

January 10, 1973

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. HALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEIVED
STATE HWY ENGR
JAN 11 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Art | File

Mr. Fred B. Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon

Re: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a public bikeway known as the 35th Street-Tyler Avenue (Corvallis Bikeway under the tracks and right of way of the Southern Pacific Transportation Company, located in the NW 1/4 of the SW 1/4 of Section 2, Township 12 South, Range 5 West, Willamette Meridian, Benton County, Oregon

PUX 836 SXF 597

Dear Fred:

I hand you a copy of Order No. 73-5 issued by the Public Utility Commission under date of January 4, 1973, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
encs.
cc: C. R. Burghardt
Walter J. Hart
C. T. Keasey
R. N. Bothman
J. B. Boyd
T. W. Litchfield
H. C. Johnson
R. P. Hamilton
H. S. Cox

NOTE TO F. B. KLABOE

7814 C

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UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 18, 1972

RAILROAD COMPANIES
FILE No. 745

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: E. A. Kendrew
Assistant Engineer

RE: Construction Agreement
35th Street- Tyler Avenue
(Corvallis) Bikeway Section
Corvallis-Newport and
Pacific West Highways
Benton County
R/W File: 47392
PUX 834 SXF 597
Your File: GMO 80-530
0-0-72-19

Gentlemen:

Herewith you will find duplicate counterparts of the construction agreement for the above-captioned undercrossing in Corvallis, which was submitted to us with your letter dated November 17, 1972.

This document was executed by the Highway Commission at their meeting of December 12, 1972 and is now being returned to you for final execution by your principals.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Enclosure

cc: Southern Pacific - San Francisco

bc: ~~C. W.~~ Head
V. D. Wolfe
C. T. Keasey
J. L. Sollis
J. B. Boyd
L. L. MacIntyre
J. W. Valentine

NOTED
C. W. HEAD

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

November 17, 1972

IN REPLY PLEASE REFER TO

GMO 80530
0-0-72-19

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to previous correspondence relative to State Contract No. 7814, 35th Street-Tyler Avenue (Corvallis) Bikeway, Corvallis-Newport and Pacific West Highways, Corvallis.

Attached are duplicate counterparts of proposed agreement covering above subject. Please review; and if satisfactory, have executed on behalf of the State of Oregon after which return both copies to this office for our further attention.

Signatures of the officials executing the instrument on behalf of the State of Oregon should be acknowledged.

Yours truly,

A W Kilborn

Attch.

RECEIVED
NOV 21 1972
UTILITY UNIT

RECEIVED
DEC 8 - 1972

7814

December 6, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Deputy State Highway Engineer

Subject Construction Agreement, Southern Pacific
35th Street-Tyler Avenue (Corvallis) Bikeway
Corvallis-Newport and Pacific West Highways
Contract No. 7814, R/W File 47392

On the agenda for the December 12 meeting will be an agreement with the Southern Pacific Transportation Company providing for the construction of an undercrossing of the railroad tracks on the southern edge of Corvallis, required for the bikeway between 35th Street and Tyler Avenue.

This agreement grants the State an easement to cross under the railroad structure at no cost to the State. It also provides for the Railroad to make certain minor modifications to the structure and to remove 22 feet of track on First Street to accommodate the bikeway construction. The estimated cost to the State for this work by Railroad forces is $3,850.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc C. W. Head
George M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
D. H. Moehring
T. W. Litchfield
V. E. Skoog
J. B. Boyd
Gary Ross
Gary Sund

TWL:jly ms

RECEIVED
OCT 20 1972
FOR FILING

7814

October 10, 1972

Builders Supply Company
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7814 for grading and paving a bikeway on 35th Street-Tyler Avenue in the City of Corvallis on the Corvallis-Newport Highway and Pacific Highway West in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
L. L. Mac Intyre

RECEIVED
OCT 3 - 1972
FOR FILING
7814

October 2, 1972

Mr. William K. Ferrell
Co-Chairman
Citizens for a Clean Environment
Post Office Box 255
Corvallis, Oregon 97330

Dear Mr. Ferrell:

I apologize for the delay in answering your request for information on the cost of the bicycle trail from Western View Junior High School to the riverfront.

The cost to which you referred was a preliminary programing estimate established prior to the field engineer's location, final design plans and specifications required to develop this project for a contract bid letting. After final design, current engineering estimates for construction of this facility were significantly reduced from the programed amount. The bids for this project were opened on September 14 and the four bids submitted ranged from $92,472 to $174,746.

I agree with you that it should not be necessary for you to come to Salem to see a breakdown of the bid figures; instead, I am enclosing this information.

If you have any further questions, please contact me.

Sincerely,

George M. Baldwin
Administrator of Highways

GMB:fn

Enc.

cc Wanda McCallister, Editor, Corvallis-Gazette Times
E. S. Hunter
F. B. Klaboe
Victor D. Wolfe
Tom Edwards

CITIZENS FOR A CLEAN ENVIRONMENT
P. O. Box 255
Corvallis, Oregon 97330

September 8,1972

Mr. George M. Baldwin,Administrator
Oregon State Division of Highways
Highway Building
Salem,Oregon,97310

Dear Mr. Baldwin:

We have a letter of August 21 from Mr. Hunter of your office in regard to a bicycle path in Corvallis and its costs. This letter implied that your office had answered our questions about bike path costs through a letter you wrote to the Gazette-Times. In checking with Mrs. McAlister of the paper,I find that they have not received any communication from you.

I find it hard to believe that a citizen must travel to Salem,as you suggest,in order to view the suggested costs of this Corvallis project.Perhaps you could arrange to have it sent to us.

Very truly yours,

William K. Ferrell

William K. Ferrell
Co-chairman
Citizens for a Clean Environment

cc: Rep. R.Ingalls
Rep.L. Perry
Sen.R.Hoyt

RECEIVED
SEP 11 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Readertor als from the ailbag

...e editor must include the hand-...atures of the writer and his full ...imum length is 350 words. ...not be accepted from the same ...frequently than twice during a ...nth.

...rong route

...ditor:
...ty council has yet again ...d to alienate a goodly ... of citizens in Corvallis. ...t time we got that uppity ... the Harrison Street ... and cutting of trees ...per?)
...meeting Monday night ...cil was asked at least four ...y it asked us to vote for a ...deal that included apples ...anges (library funds, ...ng pool, zoo at Avery ...idening of Sixth Street, ...ers.) We want to vote on ...items — that is, so many ...or library, so many ...r Sixth Street, etc. "You ...r money and takes your ... The mayor said the ...ad discussed listing each ... the ballot but finally ... to lump the items. This ...here the council went ...

...hamber was full Monday ...RO) with many people ... about the way this ... was brought off. There is ...he council can say it is ... to and responsive to ... voters.
... meant to be enjoyed. ...ns swimming pools for ...s, libraries for everyone. ...must "earmarked money" ...nt? Especially in days of ...s? Governments should learn to reallocate earmarked money.

Mr. McClenaghan was suspicious of Citizens for Corvallis' straw vote on Saturday. I was a poll taker, and I was meticulous about asking if people were voters in Corvallis (some were not, and they said no). I'm sure I passed up some young voters as it's difficult to judge voting age by appearance. What's the sense of taking a poll of nonvoters? I believe the majority of people — pollers and pollees — are honest, Mr. McClenaghan.

The SOS group headed by Frank Conklin did a remarkable job in just four days, getting well over 1,600 signatures on their petitions. They deserve a vote of thanks.

How has it been possible to keep the library going all these years and suddenly there aren't enough funds set aside for this purpose? The library is possibly the best thing Corvallis has going for it, and now it's going to be curtailed. Shame on you, council and city manager.

The council could have been more considerate by having its meeting in the basement of city hall, where it is cooler. We could hear down there just as well since the microphones didn't work well upstairs anyway.

Lots of love and good wishes in November to the City of Corvallis.

Jane J. Sivetz
3635 NW Elmwood Drive

...action

...mistaken political idea that ...issued out of the social ...nations of man. But that ...he point, any more so than ...us good guys sat around in ...worrying how many votes ... be stolen from Barry ...ater by the Democratic poll ...rs.

...r elections, like precautions ...st accidental wars, are in ...body's interest. It is lucky ...ur international reputation they won't allow their children to use it. Perhaps someone from the county government could explain to us why they did not choose to submit a proposal for a special project but instead were content with their earmarked money.

Secondly, could we hear from the State Highway Commission as to why the proposed 2½-mile bike trail from Western View Junior High to the riverfront will cost $72,000 per mile? Even with the purchase of right-of-way or some of this route, the cost sounds unbelievably high.

Bill Ferrell
2790 SW Fairmont Dr.

Editor's note: Your requests for information have been forwarded to the commissioners and to George Baldwin, administrator of the state highway division.

More questions

July 20

To the Editor:

Thanks to your efforts, we now know a few more things about bike path policy and expenditures in our city and county.

Several things remain puzzling, however. First of all why did the county commissioners not submit a proposal for a bikeway? Since my letter of July 8 appeared in the Gazette-Times, numerous people have told me either that the Highland Way route to Crescent Valley High School is very dangerous for bicycle riders so that they have nearly hit one or that the route is so dangerous that

Route NOW estimated @ $123,00

Question & Answer

Please send your questions of community interest to Questions & Answers, Gazette-Times, P.O. Box 368, Corvallis 97330.

Answers researched by the Oregon State University chapter, Theta Sigma Phi, professional society for women in journalism and communications.

Bike path

To the Editor:

Last week I read in the Gazette-Times that the State Highway Department is about to call for bids for a 2½-mile bike path in the city. The estimated cost is $180,000, which calculates to $72,000 per mile. The location is to be from Western Vie Junior High to Avery Park, down the Marys River bank to the Willamette and thence down the Willamette to Tyler Avenue.

I have two questions which I would like to see commented upon by public officials.

First, — why was such a route picked? It states in the article that the State Highway Department wanted a path that would run adjacent to state highways. I am sure that the state law enabling the use of such funds did not state such a limitation. In view of the need for better bicycle access in areas where there is both considerable hazard and high use, it is hard to see why this route was picked. Why couldn't such locations as Highland Way to Crescent Valley, Harrison Street west of the city, or Western Boulevard west of 35th Street have been selected, for example? All would seem to be areas of higher use and hazard than the route to be built.

Secondly — why is the projected cost so high? Heavy logging roads in the mountains designed for two-way truck travel often cost no more than this; logging roads on level terrain usually cost considerably less than the estimated figure. Of course logging roads are not hard-surfaced but the amount of surface required for light bike travel would seem to be minimal.

Could we have some explanations, please?

Bill Ferrell
2790 SW Fairmont Drive

Budget review

To the Editor:

All 18 members of the recent City Budget Review Committee are taxpayers, too. The committee was deliberately representative; including Oregon State University faculty, a recent OSU graduate, individuals tied to retirement and fixed income along with fiscal-minded business owners and executives.

To a man, each member entered the formation meeting of the committee with a sincere commitment to balance the city budget. Separately, they had in mind certain areas of city service that might be reduced or eliminated.

Over a series of sincere and often heated meetings, the committee was continually convinced that the budget was an aggregate result of city services desired and demanded by the collective interest groups of Corvallis. The budget was really a studied presentation of the many expense priorities requested by our city by your and my neighbors.

convinced that a cut of the budget in any certain area would indicate that the committee felt your neighbors' desires for a certain city service were more important than your desire for another city service. The committee deliberately scheduled its early meetings in sites convenient to neighborhood response in this regard. Unfortunately, neighborhood attendance was embarrassingly small.

The committee in sincere majority became convinced that the weighing or decision of budget priorities should come more through total public response. Thus, we referred the complete budget to the people.

The committee dislikes the consequence of a No vote just as any other citizen might. The committee dislikes curtailing swimming for the kids and fewer new library books if the budget fails but for total community welfare, these cuts have less consequence than cuts in police and fire protection, street and traffic needs, clean water and adequate waste disposal. The consequence of no additional tax would involve budget cuts in each area of city service. Admittedly, some areas attract more public emotion than others. All areas affected are most essential.

As the public weighs the acceptance of additional taxation to balance the Corvallis budget, the budget committee hopes the voter will realize that his taxpaying neighbor has his priorities just as the voter may have different priorities.

Corvallis is worthy of a confidence vote from the taxpaying public that desires and demands such a wide latitude of city service, protection and welfare.

Terence B. Elder, Chairman
Budget Committee
1930 NW 27th St.

Demo reform

To the Editor:

One of the side effects of the reform movement in the Democratic party is likely to be a convention that will be real fun for Republican to watch. The conflict rage, as indeed might have been expected. Let's take a look at the reforms.

1. While the central organization may properly issue guidelines, actual implementation should be at the state level, as are the election laws.

2. The reforms themselves need to be examined. a) Take a look at Illinois and the Daley slate controversy. Does it make sense to deprive certain voters of their right to be delegates on the basis that in the past they have rendered service and become party officials and-or elected officeholders? Should the voters be denied the right to vote for candidates whose prominence makes them widely known? You don't select a convention delegate the way you do a juror.

b) The goal of full participation by youth, women and minorities is too complex to be reached by the simplistic quota system, which is indeed counterproductive.

One may greet the lowered voting age without applauding the youth quota. One might suppose that people do learn with experience. Hence youth might be under-represented without any reason for anyone to get uptight.

Women have to contend with the "little woman" stereotype. The quota does not erase this. On the contrary. Each woman delegate (except the very well-known) will have to prove that she made it on merit rather than just to balance the slate.

Separating voters into racial categories has a built-in bias against minorities. Simple political arithmetic. Black politicians are being painted into a corner where they are assumed to represent primarily black voters — many indeed have this narrow concept of themselves. Let's stop pushing the minorities into snug little niches.

3. The important things about a delegate are the programs he espouses and his personal ability. Program orientation finds its most public expression in the race for the presidency. To give the voters as accurate a representation as possible, the votes for the presidency should be allocated through some form of proportional representation. Selection of delegates should also reflect this principle. I would like to see Oregon election laws revised to give us this reform.

For the next time around, let's reform the reforms.

Elizabeth Richman
Rt. 1 Box 1C
Alsea

The first unexpecte
reaction of the delegat
welcoming speech by t
new figure in politics st
wowed the convention

Jake Arvey, then the
one of the main stop-Kef
getting Stevenson into po
on Stevenson as the man

Adlai Stevenson didn't
before the week was
Stevenson trying to unit
party, chie Sen. John Sp

Kefauve of Tennesse

Amnesty

To the Editor:

I want to say much to
people's attention to the issu
amnesty of the draft eva
and military deserters. The tr
these days, to grant it to
draft evaders but not to
military deserters. I feel boun
justice to urge that amnesty
granted to the military deser

These men have seen close
the misuse of authority and
evasion of responsibility. T
refused to fight in a mach
that cripples and kills people
want only to live in their
land. They ask their eth
responsibilities to their fellow
seriously.

I fail to see why the U
government is trying to t
"young men to see what
now see and do the best th
could." Tell us, is there a
justice in punishing a man
doing right?

Let me close with a note
hope. Perhaps in a mo
enlightened time the issue will
center on amnesty, but on co
mendation.

Marie M. Ste
[illegible] NW Tyler

Adair use

To the Editor:

In reply to Judy Henderson's editorial by Knutsen regarding a larger and better animal shelter — my idea is

If it is really important that we keep all unwanted, uncontrolled dogs and cats, then wouldn't it be reasonable to apply for using Adair property for [illegible]

There would surely be room out there for [illegible] And besides, if [illegible] to use the Adair property for the next few years, it will only be going to the dogs" anyway.

Anne Ramsey
[illegible] NW 10th St

Corvallis Gazette-Times

ROBERT C. INGALLS, Editor and Publisher

ALLEN PETERS, Business Manager
WANDA McALISTER, Editorial Page Editor
ROSS CARLETTA JR., News Editor
MICHAEL BRADLEY, Managing Editor

Gazette-Times, Corvallis, Oregon, Saturday, July 8, 1972

Bikeways get priority

Corvallis is about to be blessed with a recreational bike trail. It will wind from Tyler Street along the Willamette, up Marys River through lower Pioneer Park and on out the Newport highway to 35th Street. Which is all very nice, except that if the City of Corvallis were footing the $180,000 bill instead of the state (to which our gasoline tax dollars flow), there would undoubtedly be one whale of a hullabaloo.

As it is, the dollars derive from the 1971 legislature which passed the famed bicycle bill. It earmarked at least 1 per cent of receipts in the highway fund per year to establish bikeways and trails. Cities and counties are called upon to spend proportionate amounts.

At that time, designating a mere 1 per cent of highway money for the program seemed like a reasonable figure, passage pleased a lot of vocal people and who needs more bridges and highways anyway? That figure amounts to about $1.3 million per year from the state, in addition to the local government expenditures, according to James McClure, of the state highway department. It could come up to $4 million in a biennium if federal funds are counted. An attorney general's ruling has been requested to ascertain exactly what base should be used to determine the amount.

Under order to spend the money, the State Highway Commission bucked around invitations to local governments to submit bikeway proposals. This the City of Corvallis did. This Benton County did not do. (The bikeways given priority in a Readertorial from Bill Ferrell today are almost totally outside the city limits.) Instead, the county used its earmarked money to widen the shoulders out on West Lewisburg road for a bikeway.

The commission approved the Corvallis proposal, partly because of its policy to limit the projects, generally, to those adjacent to state highways. McClure explains this is largely to facilitate maintenance which is a contingent state responsibility.

Al Henderson, Corvallis Parks and Recreation director, gets positively lyrical when describing the potential of the local bikeway — opening up scenic areas along the rivers to cyclists, hikers and even those in wheelchairs. Who can disagree?

But if that $180,000 could have been used for mass transit — as a constitutional amendment headed for the November ballot could permit — it would buy the seven buses required in the city's proposed system and fund the anticipated deficit for at least one year. It would also buy a partial ribbon of greenbelt around the city. Or purchase a park north of Corvallis more than four times the size of Avery and go a long way toward equipping and maintaining it.

Things like that make us choke on the Corvallis bikeway. We second Highway Commission Chairman Glenn Jackson's motion that a good, hard look be given at the total state bikeway program as now designed.

Stop hijackings

The total lack of success recorded by all the parachuting plane pirates [illegible] a matter for law enforcement officials. [illegible]

"So I Sai

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RECEIVED
AUG 21 1972
FOR FILING
7814

August 21, 1972

Mr. William K. Ferrell
2790 S. W. Fairmont Drive
Corvallis, Oregon 97330

Dear Mr. Ferrell:

This is in response to your August 5 letter requesting the actual contract unit bid costs on the Corvallis bike route.

As stated in answer to your recent letter to the editor of the Corvallis Gazette-Times, this project is currently being advertised and bids will be received August 31, 1972. These costs can be viewed in the office of Mr. Floyd Query, Secretary to the Highway Commission, after the above date and the name of the successful bidder will also be available.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

JDM:jp jf

bc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe

Edwards
5-7
bn

CITIZENS FOR A CLEAN ENVIRONMENT
P.O. Box 258
Corvallis, Oregon 97330

REFERRED TO
admin
BY SECRETARY

2720 SW Fairmont Dr.
August 5,1972

State Highway Commission
Salem,Oregon

Gentlemen:

The City of Corvallis recently requested a grant from your agency for the construction of a bike path of approximately 2½ miles within the City limits. This path was to go from the Western View Junior High School to the Eyler Street bridge on the Willamette River.

According to the papers,your agency granted this request and called for bids for this work. The estimated cost was projected to $120,000.

Speaking as co-chairman of Citizens for a Clean Environment,we would very much appreciate a detailed breakdown of your cost estimates for this project. For example,we would appreciate an estimate of the cost of right-of-way,of sub-grade,and of surfacing for this project. It is our understanding that bids for this project were to be opened on July 28. Could we receive the name of the successful bidder and his bid?

Very truly yours,

William D. Ferrell
Co-chairman

RGK

RECEIVED
AUG 7 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 9 1972
LOCATION
SECTION

RECEIVED
AUG 21 1972

FOR FILING

RECEIVED
STATE HWY ENGR
AUG 18 '72
REFER TO
FOR
Info | Prelim | R/D | D/R | Plan | Act | File

UTILITY UNIT
OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

August 18, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

7814

ATTENTION: Mr. E. A. Kendrew

Re: Construction Plans
35th Street-Tyler Avenue
(Corvallis) Bikeway Section
Corvallis-Newport and Pacific
West Highways
Benton County
R/W File: 47392
Your File: 315
0-0-72-19

Gentlemen:

Herewith for your review and approval you will find two sets of construction plans and special provisions for the above captioned project. Bids for this project will be received by the Oregon State Highway Commission on August 31, 1972.

Our Resident Engineer for this project will be Mr. L. L. MacIntyre, 3700 Philomath Road, Corvallis, Oregon 97330, telephone 753-6268.

We have received your letter dated August 14, 1972, wherein you advise the bikeway as proposed may interfere with the location of a new bent when the bridge is rebuilt and the overhead clearance will be impaired by the construction of new concrete beams. We propose to revise the plans so that a 10 foot vertical clearance will be provided initially which will be reduced to 8 feet when your structure is revised. Copies of the revised sheets will be submitted to you as soon as they are completed.

You indicate that any agreement with the State would contain a provision requiring the State to relocate the bikeway when you reconstruct your bridge. We prefer to revise the enclosed plan so that no future revision to the bikeway will be necessary when your bridge is reconstructed.

If you would indicate to what extent these plans must be revised to accommodate your future construction and also advise of your schedule for your improvement, we then can decide if the provision you request is acceptable to the State.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Co.
San Francisco
Tom Edwards w/copy of SP letter
F. J. Hall "
C. T. Keasey "
J. B. Boyd "
L. L. MacIntyre "
J. W. Valentine

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

August 14, 1972

315
0-0-72-19

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Dear Sir:

Referring to previous correspondence relative to 35th Street-Tyler Avenue (Corvallis) Bikeway with special reference to location beneath our trestle approach to the Marys River.

It appears to us that the bikeway may interfere with the location of a new bent when bridge is rebuilt. Also, the head room of 9 ft. will diminish to about 7 ft. on rebuilding with concrete, which is our standard.

Therefore, any agreement with the State would include a provision whereby the State would have to relocate the bikeway at your own expense when we find it necessary to rebuild this bridge.

Please advise if an inclusion of such a requirement is satisfactory to the State.

Yours truly,

A W Kilborn

Routing

Keasey — Pease

Bond — Glenn

Walker — Litchfield

Johnsen — Berg

RECEIVED
AUG 17 1972
CONSTRUCTION
SECTION

RECEIVED
AUG 4 - 1972
FOR FILING

cc: F. L. [illegible]
Victor Wolfe

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
August 2, 1972

SUBJECT: Bicycle-Pedestrian Facility
35th St.-Tyler Avenue Section
City of Corvallis

To: Mr. E. S. Hunter
Asst. State Highway Engineer

B U I L D I N G

On June 28, an agreement regarding construction and maintenance of the proposed subject bicycle-pedestrian facility was submitted to the City of Corvallis. On July 17, the agreement was signed and returned with the stipulation that upon completion of project by State, City would maintain the facility.

The plan as originally proposed had a base design of 4½" AC and an alternate of 4" PCC. In the interim the base design was changed to 4" rock base with 2" AC and an alternate 4" PCC.

A substantial savings is apparent with the latest design; however, in a telephonic conversation with Mr. Tony Groh, Public Works Director, he states that 2" AC must be put down in lifts, not just one application, as he fears the riding quality will not be satisfactory. If this were to be accomplished, it may require a change in depth. Your decision and instruction to Location and Design Sections must be made immediately to pursue an August bid letting.

H. S. Cox
County and City Engineer

D. N. Harwell

By: D. N. Harwell
Assistant Engineer

NOTED
E. S. HUNTER

DNH:ljt

8-3-72
Harwell
If the 2" lift is not satisfactory a second 2" can be placed later. I suggest we not spend money on fear but results.
ESH cc Wolfe
Hall

RECEIVED
AUG 2 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMO TO FILES

August 2, 1972

7814

Re: Bicycle-Pedestrian Facilities
Proposed Projects
Various Cities & Counties

PROJECTS & STATUS:

1. S.W. 12th Ave.-S.W. 18th Ave. (Goose Hollow) Bikeway Section. Sunset Hwy., City of Portland.

   a. Agreement submitted to City 6/29. At meeting with City of 7/17 they expressed a desire to issue construction permit and make future agreement for maintenance and related use of streets.

2. Gresham St.-Indiana St. (Ashland) Bikeway Section. Rogue Valley Hwy., City of Ashland.

   a. Agreement signed by City to assume maintenance.

3. 25th St. S.E.-37th Ave. S.E. (Salem) Bikeway Section. N. Santiam Hwy. and E. State Street, City of Salem and Marion County.

   a. Agreement signed by City to assume maintenance.
   b. Agreement pending signature of County to assume maintenance.
   c. Supplemental agreement pending both City and County regarding extension of system by them.

4. 35th St.-Tyler Ave. (Corvallis) Bikeway Section. Corvallis-Newport Hwy. & Pacific West Hwy., City of Corvallis.

   a. Agreement signed by City to assume maintenance and related responsibility.
   b. City desires asphalt concrete to be in two lifts. Request denied.

5. Table Rock Rd.-Barnett Rd. (Medford) Bikeway Section. Pacific Hwy., City of Medford.

   a. Agreement signed by City to assume maintenance.
   b. City requests State to install box culvert or pipe at existing Lazy Creek site.

6. Delta Hwy.-Coburg Rd. (Eugene) Bikeway Section. Eugene-Springfield Hwy., City of Eugene and Lane County.

   a. Agreement submitted to City 6/20 and returned 7/13 with suggestion it be rewritten for County and more changes and revisions be considered.
   b. Plans being reviewed for revisions by Location and Design Sections

NOTED
FLOYD QUERY

with request for copies to be sent to our office for inclusion of agreement to County for maintenance assumption.

7. Rickreall-Independence Jct. (Bikeway) & Independence Jct.-Salem (Bikeway). Willamina-Salem Hwy., Polk County.

   a. Agreement sent to County on 8/2 for Rickreall-Independence Jct., with proposed maintenance by County along existing alignment.
   b. No agreement necessary on Independence Jct.-Salem as State will maintain.

8. Johnson Creek-Abernethy Creek (OERR) Bikeway Section. Pacific Hwy. East, Clackamas County.

   a. Tentative discussion with County on various occasions reveals a Sewage Treatment Plant and Mini-Park installation in Milwaukie with request that State pay for bikeway in immediate area between Johnson Creek and SPRR U'xing.
   b. No agreement as of yet as details of construction are being worked out by Location Section.

The foregoing is a brief recap of project status of various bicycle-pedestrian facilities that this office is involved with in cooperation with State, counties, and cities, and hopefully will bring the concerned matters into the proper perspective as to what's next.

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

cc: George Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw, w/att.
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young
Victor Wolfe, w/att.
F. L. Hall "
R. N. Bothman "
W. J. Hart
H. S. Coulter
L. W. Rulien
J. B. Boyd
J. H. Versteeg
Floyd Query

OREGON STATE HIGHWAY DIVISION

RECEIVED
JUL 6 1972
Public Works

HIGHWAY BUILDING • SALEM, OREGON • 97310

Corvallis City Council
City Hall
Corvallis, Oregon 97330

Attention: Mr. Tony Groh,
Director of Public Works

Bicycle-pedestrian Trail
35th Street-Tyler Avenue Section

Gentlemen:

This letter-form agreement, with preliminary plans, is submitted for your approval pursuant to prior letters and discussions concerning the construction of a proposed bicycle-pedestrian facility between 35th Street and Tyler Avenue, adjacent to the Corvallis-Newport and Pacific West Highways in Corvallis. The project is currently scheduled for a July bid letting.

Construction of the bicycle-pedestrian facility may be accomplished as follows:

1. State shall prepare plans, contract, and bear all costs related to constructing the project between 35th Street at the Corvallis-Newport Highway and Tyler Avenue at 2nd Street.

2. State shall construct two trails in the area bounded by 3rd Street, B Avenue, and the Mary's and Willamette Rivers.

3. State shall include in the contract installation of barriers to obstruct motorized vehicles from entering trails at major street intersections.

4. State shall construct the facility on existing trails where possible, with meandering as required.

5. State shall coordinate work with City Parks and Recreation Department in the interest of protecting existing improvements.

6. State shall be responsible for all railroad negotiations.

RECEIVED
COUNTY & CITY SECTION
JUL 20 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Corvallis City Council

7. State and City agree to perpetual use of any properties utilized for this facility owned by either City or State, and this use shall not be revocable except by mutual, written agreement.

8. State shall be responsible for all extraordinary maintenance on the facility as shall be mutually agreed upon by State's District Engineer and City's Engineer.

9. City shall adopt the necessary resolution or ordinance restricting motorized vehicles from this facility other than for emergency or maintenance.

10. City shall close, reconstruct, and/or re-route those streets or roads conflicting with this facility to provide alternate routes for motorized vehicles within the City Park areas.

11. City shall be responsible for all daily, routine, ordinary maintenance required on this facility as mutually agreed upon by State's District Engineer and City's Engineer.

If the foregoing is agreeable to the City, please have the necessary signatures affixed and return two signed copies to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D. V. Harwell
for H. S. Cox
County and City Engineer

APPROVED
CITY OF CORVALLIS
~~BY MAYOR~~ City Mgr. C. Alexander Hurwitz
BY RECORDER CITY MANAGER
DATE July 17, 1972

DNH:mm
Encl: Prelim. Plans
6/28/72

CC: J. B. Boyd

NOTE: Tony - Due to incomplete plans at the time of this writing, they will be forthcoming under separate cover.
DNH
July 10

RECEIVED
FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7814

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 28, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Description of Easement
35th Street-Tyler Avenue
(Corvallis) Bikeway
Corvallis-Newport Highway and
Pacific Highway West
Benton County
R/W File: 47392

Gentlemen:

On July 13, 1972, I submitted to you a copy of our PUC Drawing No. 9B-10-5 showing the proposed easement we are requesting across your property for the construction of the above captioned bikeway.

Herewith you will find two prints of the description of easement for the area shown on our Drawing No. 9B-10-5.

Bids for this project are to be opened on August 31, 1972, and it will be appreciated if I could have an agreement in my hands as soon as possible so that this project may proceed without delay. Your cooperation in this regard will be sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
San Francisco w/2 copies of description

Tom Edwards
F. L. Hall
C. T. Keasey
J. B. Boyd
L. L. MacIntyre
J. W. Valentine

RECEIVED
JUL 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

PUBLIC UTILITY COMMISSIONER OF OREGON

78121

PUBLIC SERVICE BUILDING • SALEM 97310 • Telephone (503) 378-6351

July 20, 1972

File: SXF 597

TOM McCALL
GOVERNOR

DIARMUID F. O'SCANNLAIN
Commissioner

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: T. W. Litchfield, Railroad and Utility Engineer

Dear Sir:

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a public bikeway known as the 35th Street-Tyler Avenue (Corvallis) Bikeway under the tracks and right of way of the Southern Pacific Transportation Company, located in the NW 1/4 of the SW 1/4 of Section 2, Township 12 South, Range 5 West, Willamette Meridian, Benton County, Oregon

Application has been received in behalf of the State of Oregon, by and through its State Highway Commission, in the above cited matter, and copies have this date been served upon the parties of interest as follows:

A. W. Kilborn, Supt.
Southern Pacific Trans. Co.
251 Union Station
Portland, Oregon 97209

McColloch, Dezendorf, Spears & Lubersky
Southern Pacific Transportation Co.
800 Pacific Building
Portland, Oregon 97204

City of Corvallis
City Hall
Corvallis, Oregon 97330

NOTED
TOM EDWARDS

A copy of the application was sent to Mr. Wm. R. Hagman, Executive Director, Oregon District 4 Council of Governments, 360 S.W. Avery Avenue, Corvallis, Oregon 97330 for information purposes.

RECEIVED
JUL 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Cordially,

DIARMUID F. O'SCANNLAIN
Public Utility Commissioner

David J. Astle
Administrator-Rail Division

Copies to: Tom Edwards
CT Kensey
JL Sollis
JB Boyd

RECEIVED
FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7814

July 13, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Preliminary Plans and PUC Map
35th Street-Tyler Avenue (Corvallis) Bikeway
Benton County

Gentlemen:

Herewith for your review and approval you will find two sets of the preliminary plans and two copies of the PUC map, Drawing No. 9B-10-5, for the above captioned project. Bids for this project are to be opened on August 31, 1972.

This project will involve your facilities in two locations. It will cross under your existing bridge over Mary's River as shown on Sheets 2A and 5 of the construction plans and on the PUC map. As discussed with you previously, we propose to install a chain link fence through the undercrossing area as shown on Sheets 2A, 2B and 5 of the construction plans and will provide a pedestrian gate in each fence for the use of your employees. It is understood the reconstruction of the timber bulk head which is shown on Sheet 2A will be performed by railroad forces.

The construction of the bikeway will also involve your tracks on First Street. In order to accommodate our construction, we are requesting that you remove approximately 22 feet of tail track in this area and relocate your car bumper as shown on Sheets 2B and 6 of the construction plans. You will also note we propose to pave against the outside of your easterly rail at station 105+00 where there is restricted clearance between a tree and your tracks.

Please prepare the appropriate construction agreement and easement to cover this work. It is understood that the State will reimburse the railroad for the actual cost of all work performed by railroad forces.

An application for the undercrossing was filed with the Public Utility Commissioner on July 11, 1972. Additional information will be submitted to you as it becomes available.

TWL:dl
Enclosure
cc: SPTC - San Francisco w/2 sets of plans and PUC map

Tom Edwards	J. B. Boyd
F. L. Hall	L. L. McIntyre
C. T. Keasey	J. W. Valentine

Very truly yours,
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JUL 13 1972

DEPARTMENT
FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7814

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 11, 1972

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Southern Pacific Railroad Undercrossing
35th Street-Tyler Avenue (Corvallis)
Bikeway
Benton County
PUX 834

ATTENTION: Mr. L. V. Topaz
Assistant Commissioner
Rail - Air - Marine

Dear Mr. O'Scannlain:

Enclosed you will find the original and five copies of an application for the above captioned bikeway undercrossing of the existing Southern Pacific Transportation Company bridge over Mary's River in Corvallis.

Please serve this application on all interested parties.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

Keabe (1)
Hunter (2)
info

TWL:dl
Enclosure

cc: Tom Edwards w/copy of application
J. B. Boyd "
C. T. Keasey "
J. L. Sollis "

NOTED
F. B. KLABOE

NOTED
E. S. HUNTER

NOTED
TOM EDWARDS

RECEIVED
JUL 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JUL 12 1972

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
SEPARATED CROSSING

1. Name of Applicant: State of Oregon by and through its State Highway Commission

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.030

3. Location of proposed project: City Corvallis County Benton

4. This project will construct a publie bikeway known as the 35th Street-Tyler Avenue (Corvallis) Bikeway.

5. This project will cross under the tracks and right of way of the Southern Pacific Transportation Company

6. List the proper parties of interest.

   A. Southern Pacific Transportation Company

   B. State of Oregon

   C. City of Corvallis

7. What is the average annual daily traffic (bicycle) count? 50 (estimated)

8. What is the average volume of train movements per day?

   Passenger 0 Switch 2 Freight 2

9. The location of the proposed construction is in the NW 1/4 of the SW 1/4 of Section 2, in Township 12 south, Range 5 west, Willamette Meridian.

10. Who will construct the bikeway?

    A. State of Oregon

11. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon	100

12. Who will maintain the bikeway?

    A. Bikeway facilities City of Corvallis

    B. Railroad facilities Southern Pacific Transportation Company

13. Who will pay for said maintenance?

A. Bikeway facilities City of Corvallis

B. Railroad facilities Southern Pacific Transportation Company

14. Is there to be an impairment of clearances during construction? Describe:

None

15. Is a temporary crossing at grade necessary during construction? Describe:

No

16. Are the maps and drawings required by OAR 43-045 attached to this application? Yes

17. Other items of construction and cost distribution:

The eight-foot bikeway will be constructed as shown on Drawing No. 9B-10-5, dated July, 1972, and a chain link fence will be installed on each side of the bikeway. A pedestrian gate will be installed in each fence for use by railroad employees. The railroad may lock the gates if desired.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 10th day of July, 1972.

Fred B. Klaboe
(Applicant)

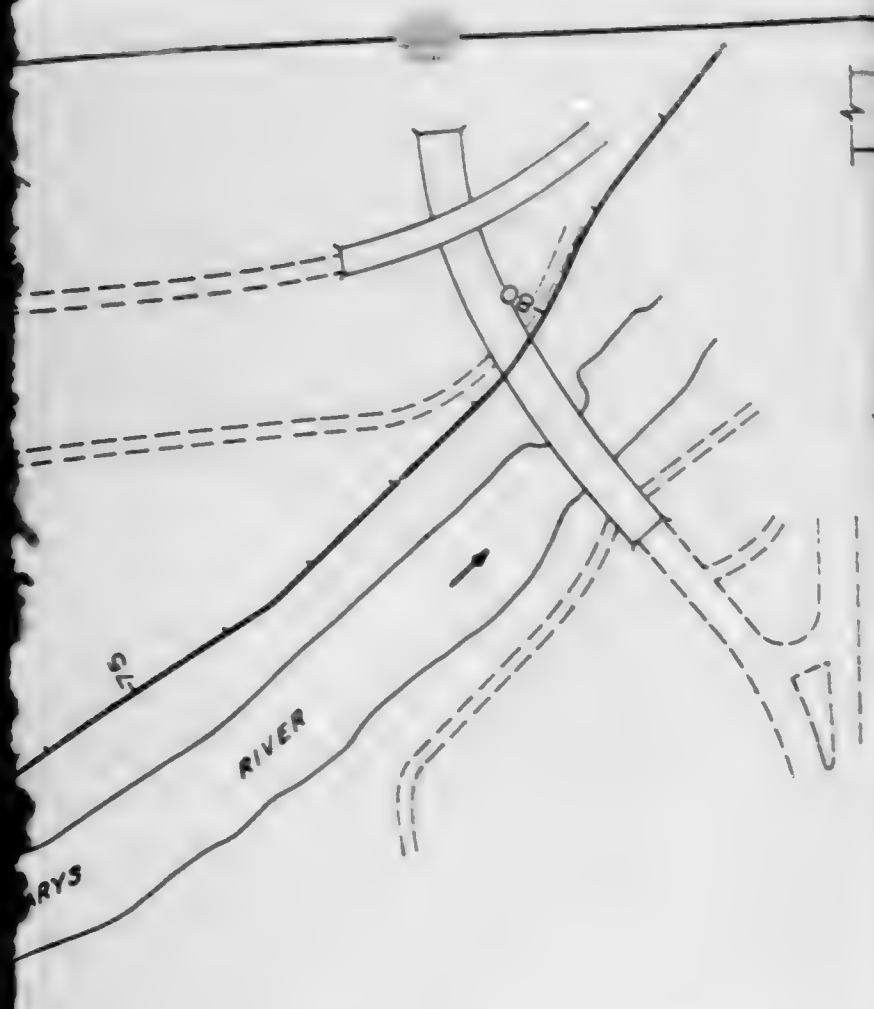
James L. Sallis
(Attorney)

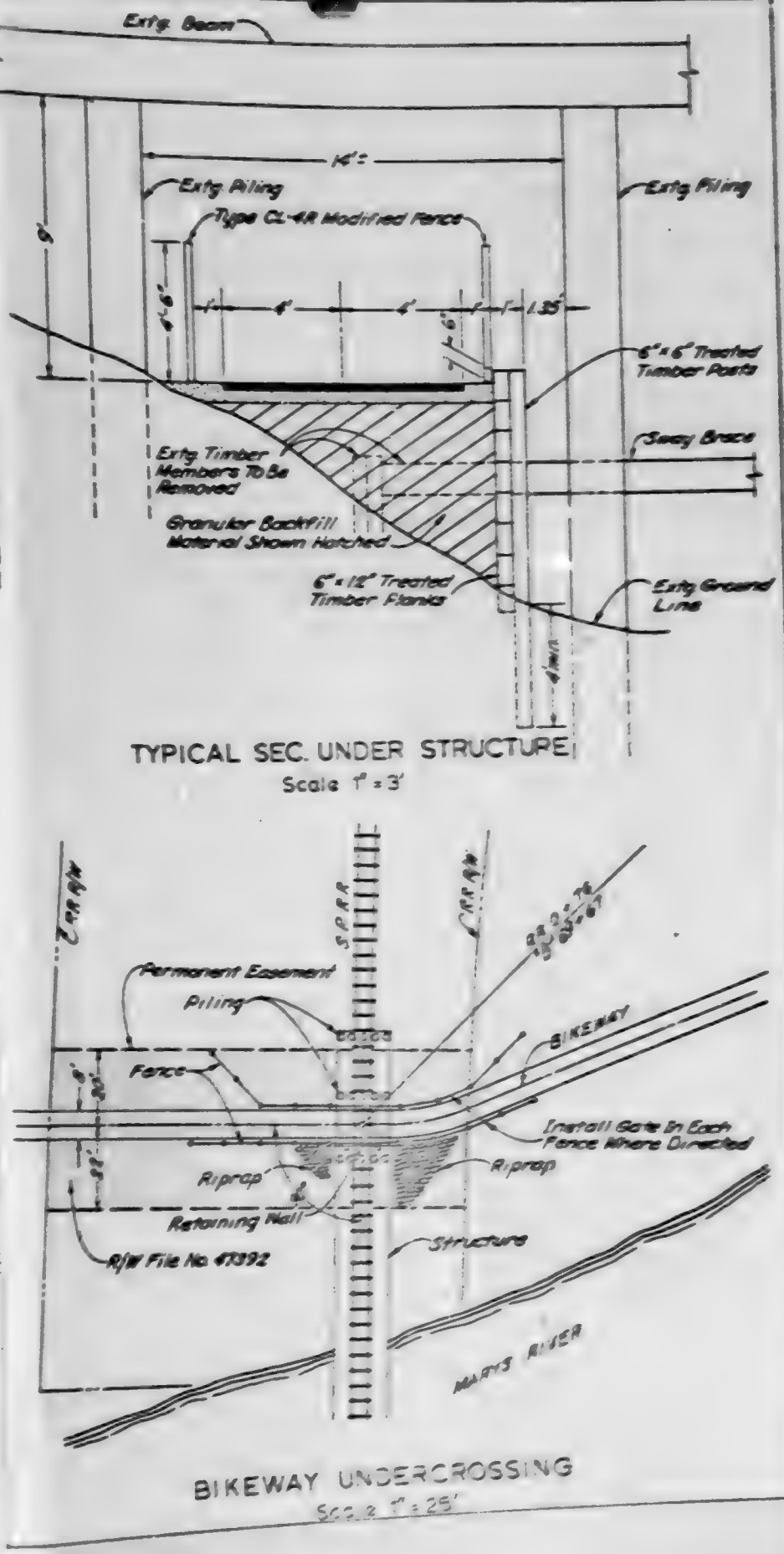
STATE OF OREGON)
) ss.
County of Marion)

I, Fred B. Klaboe, Deputy State Highway Engineer, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

Helen L. Gregg
(Notary Public for Oregon)

My Commission Expires 3-1-75





TYPICAL SEC. UNDER STRUCTURE
Scale 1" = 3'

BIKEWAY UNDERCROSSING
Scale 1" = 25'

Finish Grade at ℄

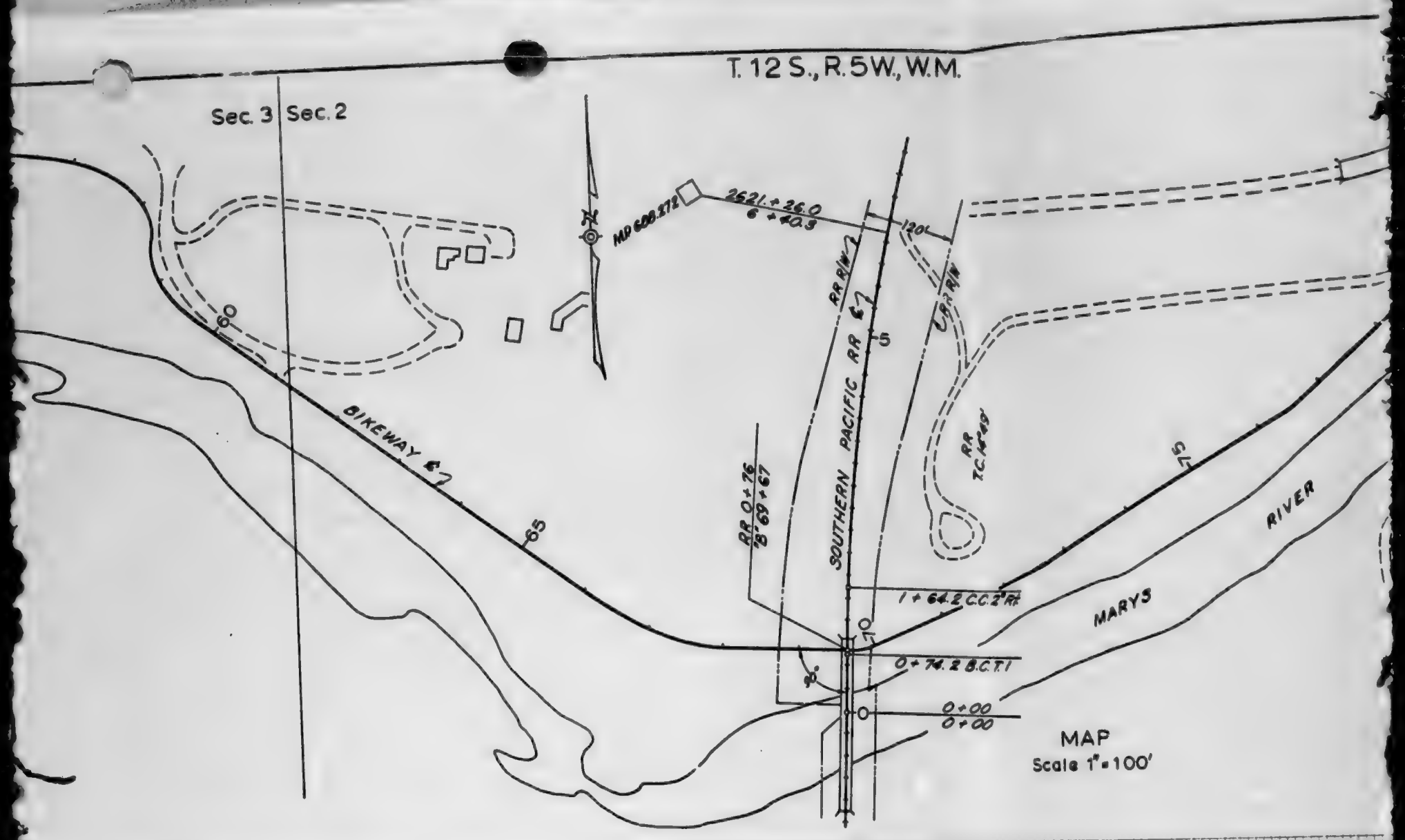
75 80

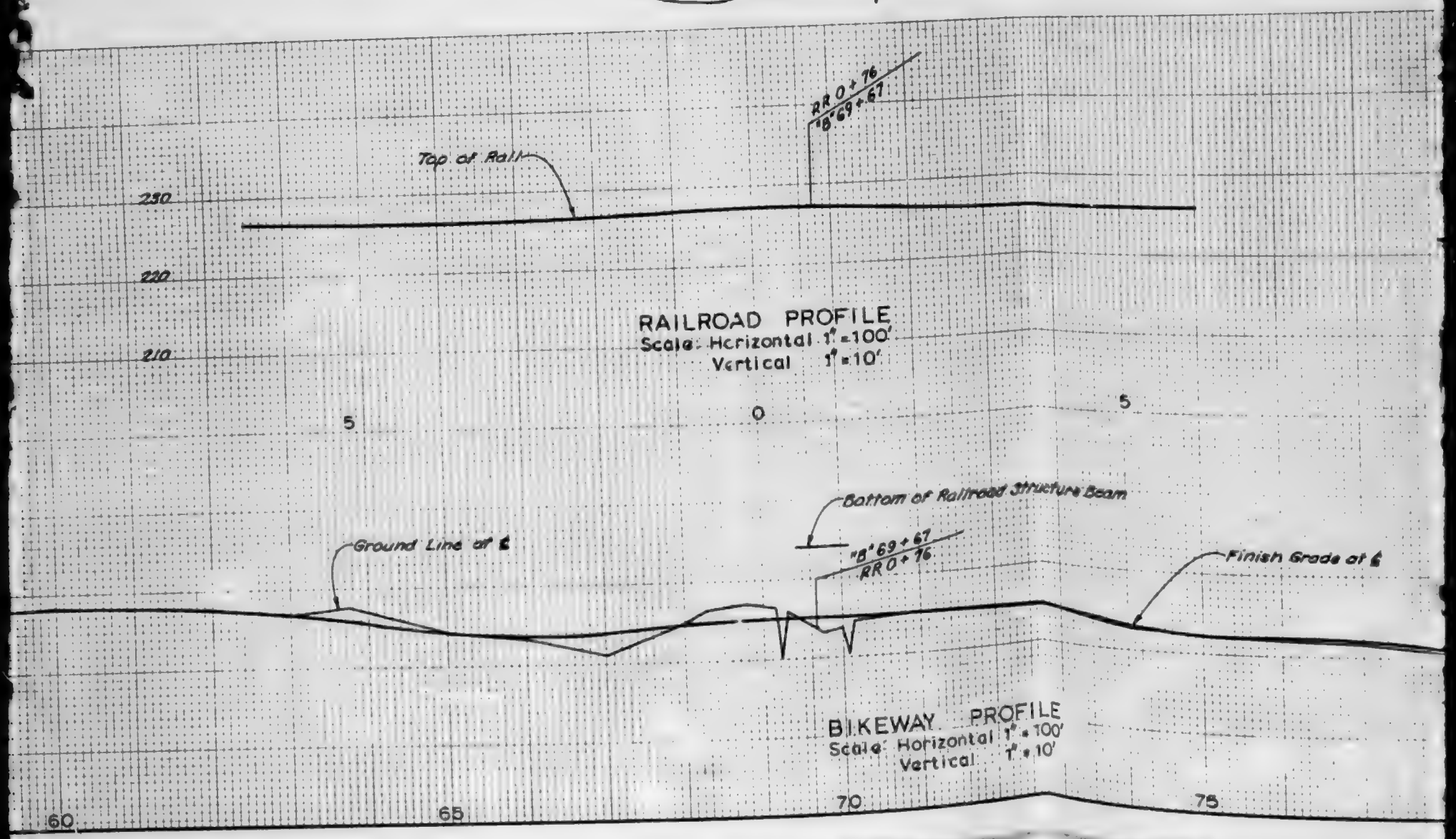
OREGON STATE HIGHWAY DIVISION
P.U.C. MAP & PROFILE
BIKEWAY UNDERCROSSING OF S.P.T. CO. R.R.
35TH ST-TYLER AVE. (CORVALLIS) BIKEWAY SEC.
CORVALLIS-NEWPORT & PACIFIC W. HWYS.
BENTON COUNTY

SCALE AS NOTED R/W FILE NO. 47392 JULY 1972
DWG. NO. 38-10-5

T. 12 S., R. 5 W., W.M.

Sec. 3 | Sec. 2





T. 12 S., R. 5 W., W.M.

Sec. 3 | Sec. 2

55

60

65

BIKEWAY ℄

MP 609.272

2621 + 26.0
6 + 40.3

120°

RR R/W

℄ RR

SOUTHERN PACIFIC RR ℄

RR 0+76
"B" 69+67

1 + 64.2 CC

70

0 + 74.2 B.C.

0 + 00

0 + 00

FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
AREAS
NO.
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
AREAS
NO.
AREAS CHECKED
BY
Date

RAILROAD PROFILE
Scale: Horizontal 1" = 100'
Vertical 1" = 10'

Top of Rail

Ground Line of ℄

Bottom of Railroad S

RR 0+76
"B" 69+67

"B" 69+67
RR 0+76

230
220
210
200

5
0

60
65
70

BIKEWAY PROF
Scale: Horizontal 1"
Vertical 1"

RECEIVED
JUN 30 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

6.28.72

Corvallis City Council
City Hall
Corvallis, Oregon 97330

Attention: Mr. Tony Groh,
~~Director of~~ Public Works

Bicycle-pedestrian Trail
35th Street-Tyler Avenue Section

Gentlemen:

This letter-form agreement, with preliminary plans, is submitted for your approval pursuant to prior letters and discussions concerning the construction of a proposed bicycle-pedestrian facility between 35th Street and Tyler Avenue, adjacent to the Corvallis-Newport and Pacific West Highways in Corvallis. The project is currently scheduled for a July bid letting.

Construction of the bicycle-pedestrian facility may be accomplished as follows:

1. State shall prepare plans, contract, and bear all costs related to constructing the project between 35th Street at the Corvallis-Newport Highway and Tyler Avenue at 2nd Street.

2. State shall construct two trails in the area bounded by 3rd Street, B Avenue, and the Mary's and Willamette Rivers.

3. State shall include in the contract installation of barriers to obstruct motorized vehicles from entering trails at major street intersections.

4. State shall construct the facility on existing trails where possible, with meandering as required.

5. State shall coordinate work with City Parks and Recreation Department in the interest of protecting existing improvements.

6. State shall be responsible for all railroad negotiations.

NOTED
E. S. HUNTER

7. State and City agree to perpetual use of any properties utilized for this facility owned by either City or State, and this use shall not be revocable except by mutual, written agreement.

8. State shall be responsible for all extraordinary maintenance on the facility as shall be mutually agreed upon by State's District Engineer and City's Engineer.

9. City shall adopt the necessary resolution or ordinance restricting motorized vehicles from this facility other than for emergency or maintenance.

10. City shall close, reconstruct, and/or re-route those streets or roads conflicting with this facility to provide alternate routes for motorized vehicles within the City Park areas.

11. City shall be responsible for all daily, routine, ordinary maintenance required on this facility as mutually agreed upon by State's District Engineer and City's Engineer.

If the foregoing is agreeable to the City, please have the necessary signatures affixed and return two signed copies to this office.

APPROVED
CITY OF _____
BY MAYOR _____
BY RECORDER _____
DATE _____

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. W. Harsell

for H. S. Cox
County and City Engineer

DNH:mm
Encl: Prelim. Plans
6/28/72

CC: J. B. Boyd

bc: L. P. Shaw
R. N. Bothman
E. S. Hunter
Howard Johnson
Victor Wolfe

RECEIVED
JUN 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE: Tony - Due to incomplete plans at the time of this writing, they will be forthcoming under separate cover.
DNH

RECEIVED
JUN 23 1972
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7814

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1972

SUBJECT: Bicycle Trail
Corvallis

To: Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

You will recall on January 13, 1972, a letter was sent to the City of Corvallis regarding various concerns pertaining to the proposed bicycle-pedestrian facility on the 35th Street-Tyler Avenue section of the Corvallis-Newport and Pacific West Highways within the City of Corvallis.

On Wednesday, June 21, Messrs. J. B. Boyd, G. W. Wimer and the writer met with Messrs. Tony Groh, Al Henderson, Jack Billsborough, and Bud Toy of the City regarding these matters.

The City of Corvallis, by and through an agreement between State and City would agree to take care of any connections to outlying city streets on the westerly end of the project in the vicinity of 35th Street if the State would consider as a portion of this project that piece of Tyler Avenue between 1st and 2nd Streets. An estimate of costs on this one block section is approximately $1,500. However, the City did indicate they possibly could construct this portion of Tyler, but could set no timing due to lack of funding. In this instance it appears the State should undertake this to make a finished product of this overall project.

OK OSHD Build

As to the matter of two trails in the area bounded by 3rd Street, "B" Avenue, and the Mary's and Willamette Rivers, the City's preference was for the riverside route construction. However, the angle crossing is certainly desired and it is felt by both the City and the Region 2 office that both routes should be constructed in this area.

? Both routes OK

City will restrict vehicles from crossing the State's trail in the park areas and the wish was verbally expressed that consideration be given and that State's contract provide for barrier posts to be installed at the major street crossings along this project to preclude vehicular travel.

OK

6-23-72
discussed w/ Hamwell
as noted.
EJ/ls
cc Hamwell
Wolfe
Bottenus

NOTED
E. S. HUNTER

SP 52478-794

The City requests that we utilize the existing pathway with particular attention given for the consideration and protection of the majority of shrubbery along First Avenue as this shrubbery was installed as a garden club project and it is definitely felt that any work in this area will be under the watchful and critical eyes of the garden club members; therefore, any work in this area should be closely coordinated with City Parks & Recreational personnel.

OK Path to wander as required.

This proposed facility being constructed on properties jointly owned by State, City, and Railroad, it is felt that an agreement should include perpetual use or a permanent easement.

Yes O.K

In the matter of maintenance, in order to avoid overlapping or conflicting work, the City personnel and Region personnel felt it desirable that the City perform overall ordinary maintenance, with State performing extraordinary maintenance; i.e., possible flood damage, overlays, seal coat, etc.

OK

The State will be responsible for the cost of construction of this project and for all Railroad negotiations. The City will be responsible for street or road closures, maintenance as indicated above, and will adopt the necessary resolution restricting vehicles from this facility; and all efforts regarding maintenance, after project completion, shall be closely correlated between District engineering and City engineering personnel.

Please review the foregoing and contact me in regard to the formulation of an agreement along these lines.

Your earliest consideration is requested as this is currently scheduled for a July bid letting at an estimated cost of approximately $180,000.

D. N. Harwell (mm)

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat
Att.
cc: F. B. Klaboe
R. L. Schroeder
V. D. Wolfe
J. B. Boyd

RECEIVED
JUN 2 , 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 13, 1972

Mr. Tony Goch
Director of Public Works
City Hall
Corvallis, Oregon 97330

RECEIVED
COUNTY & CITY SECTION

Dear Tony:

In reference to our discussion of Monday, June 12, regarding the State's proposed project for construction of a bicycle-pedestrian facility between 35th Street and Tyler Avenue adjacent or near the Corvallis-Newport and Pacific West Highways, following is a recap of concerns you expressed.

1. Exhibit map or plan of proposal throughout length of project.

2. Possible extension westerly along Tyler Avenue between 1st and 2nd Streets.

3. Utilization of existing pathway in the vicinity of City's paved parking area between Madison and Van Buren Avenues (Stations 110-125±).

4. Provision and consideration for City's future widening of 1st Street to provide a minimum 40-foot curbed facility extending basically from "B" Avenue to Jefferson Avenue±.

5. Possibly two trails in the property bounded by 3rd Street, "B" Avenue, and the Mary's and Willamette Rivers.

6. Concern for high water and possibility of annual damage in certain areas.

7. Maintenance (this item not discussed) should be considered and mutually agreed upon by City and State.

Farwell

NOTED
E. S. HUNTER

City should maintain any path other than those on Hwy R/W ESH.

I believe these are the major concerns discussed and request your earliest consideration and review with your staff. If a further meeting is desired to consummate an agreement, contact this office at your absolute earliest opportunity as the project is currently scheduled for a late July bid letting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat
cc: J. B. Boyd
L. L. MacIntyre
bc: E. S. Hunter
V. D. Wolfe

RECEIVED
JUN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7814

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc
Floyd Avery
George W. Baldwin
F. B. Klaboe
L. S. Hunter
L. N. Young
F. L. Hall
R. S. Cox
V. E. Sloan
Gary Ross
Gary Sund
PLC:js cc

DATE May 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
ORIGINAL SIGNED TOM EDWARDS
State Highway Engineer

4484

SUBJECT Finance Approval
Six Bikeway Projects

Every effort is being made to complete plans for the following bikeway projects which are scheduled for the July letting:

1.	S.W. 12th Ave.-S.W. 19th Ave. (Goose Hollow) Bikeway, Sunset Hwy., Multnomah Co.: Grade, Pave	$ 40,000
2.	Independence Jct.-Wallace Rd. (Salem) Bikeway, Willamina-Salem Hwy., Polk Co.: Grade, Pave	228,000
3.	37th Ave. S.E.-25th Ave. S.E. (Salem) Bikeway, FAS-679, Marion Co.: Grade, Pave & Str.	200,000
4.	35th St.-Tyler Ave. (Corvallis) Bikeway Corvallis-Newport & Pac. W. Hwy's., Benton Co.: Grade, Pave	181,000
5.	Table Rock Rd.-Barnett Rd. (Bear Cr.) Bikeway, Pacific Hwy., Jackson Co.: Grade, Pave & Str.	188,000
6.	Cresham St.-Indiana St. (Ashland) Bikeway, Rogue Valley Hwy., Jackson Co.	6,000
		$843,000
	Contingency	57,000
		$900,000

I recommend these bikeway projects be constucted with State funds at an estimated cost of $900,000 and request your authorization to include them in our current State Construction Program.

This matter will be on the agenda for your consideration at the June 27 meeting.

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APR 28 1972

FOR FILING

7814

Salem, Oregon
April 27, 1972

Mr. J. B. Boyd
Regional Engineer
East Salem Highway Building

4484

DIVISION

Attached is a reconnaissance estimate prepared by the Location Section for a bicycle trail generally running along Western Avenue from 35th Street, then northerly along the river to Tyler Street in the City of Corvallis.

This trail is a part of the overall City of Corvallis master plan and the Highway Division's bicycle trail responsibility under the statute.

Please initiate an authority for survey and proceed with the location work in order that we may contract the project early this summer.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc: F. B. Klaboe
Victor D. Wolfe
Frank Hall
L. H. Young

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 17, 1972

To: Victor D. Wolfe
Location Engineer

SUBJECT: Reconnaissance Estimate
Bicycle Trail
35th Street - Tyler Avenue
Corvallis

This estimate is to accompany a 1"=200' topography map of the subject area entitled, "City of Corvallis, Proposed Bike Trail System, September, 1971, Revised March of 1972". This map is in two parts and has the proposal routes indicated on it along with various segmented estimate costs.

The proposal begins at SW 35th Street on the Corvallis-Newport Highway and ends near Tyler Avenue on 1st Street in Corvallis. Alternate possibilities of an earlier reconnaissance for this route have been studied in an effort to project a bicycle trail possibility of reasonable quality with lower cost potential.

The length is about 2¼ miles. The typical section is 8 feet of travel way on new work except as indicated. Base thickness of 2 inches of asphalt concrete and 4 inches of crushed rock have been used in the computations. Utility conflicts include the railroad, city and power company.

It is believed that $86,000 is about the lowest cost that can be expected to provide a satisfactory bicycle trail over the stated section. This would include $31,000 from 35th Street to the north boundary of Pioneer Park generally following along the south right of way limits of the Corvallis-Newport Highway. The trail would be on the highway shoulder for a short distance at the Oak Creek Crossing and at that area near Oak Creek where the bend in Marys River is just off the highway shoulder. The trail could then follow along the northerly boundary of Pioneer Park crossing the railroad at grade, going under the 4th and 3rd Street ramp structures to tie into the 3rd Street sidewalk near "C" Avenue. This portion of trail would cost about $17,000.

Thence it is suggested that the route could utilize existing City facilities northerly along 3rd Street and easterly along Western Boulevard to First Street. The trail would then be a separate new facility along

SP°52475-724

First Street adjacent to the Willamette River to a point near Tyler Avenue; this portion would cost about $38,000.

With the additional expenditure of $18,000 the trail could be separated from the shoulder of the Corvallis-Newport Highway in the constricted areas near Oak Creek and Marys River. This would be an estimated total of $104,000 for a separated facility. This contemplates riprap being placed in the aforementioned areas and would require work in the stream.

If it is desired to follow Marys River from the west boundary of Pioneer Park along the outer perimeter of the park with a separation structure for the railroad and 3rd Street and tie into the previously described 1st Street section at Western Boulevard, this segment would cost $94,000. The total route cost would then be about $181,000. This represents our original reconnaissance estimate with a minor reduction in width standards.

The spur from Pioneer Park to 7th Street is estimated to cost around $18,000.

W. N. Hackleman
Reconnaissance Engineer

WNH:mc

Attachment

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City of Corvallis
INCORPORATED JANUARY 1857

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

ADMINISTRATIVE OFFICES
(503) 752-4292

7814

October 6, 1971

Fred B. Klaboe
Assistant State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

4484

Dear Mr. Klaboe:

This is written to inform you of the action taken by the City Council at their regular meeting of October 4, 1971 regarding area-wide bike trails.

Previously submitted, by letter September 17, was a map illustrating our proposed bikeway system. Also you have been mailed topographic maps from Public Works Director Tony Groh. Since that time this plan has been reviewed by others and the City Council has formally adopted the plan and the priorities for construction of bikeways is as follows:

1. Follow U. S. Highway 20 from 35th Street to the Willamette River and north to Tyler Avenue extension including access across U. S. Highway 20 (under grade) from the intersection of 10th and 7th Streets to the bicycle route paralleling U. S. Highway 20.

2. From Lincoln School north on U. S. Highway 99 (South 3rd Street) to Cummings Avenue and then west over the Southern Pacific Railroad to Allen Avenue. (This will reduce traffic over the Mary's River highway bridges.)

3. From Walnut Blvd. north on Highland Blvd. to Crescent Valley High School.

The priority proposal number three, as affecting the area outside the City, has been referred to the Benton County Commissioners. It is my understanding that they are receptive to this bikeway project.

I hope you will favor these proposed routes and initiate a construction program.

Very truly yours,

C. Dean Smith
City Manager

CDS:bdb

cc: Benton County Commissioners
Public Works Director Groh

RECEIVED
OCT 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECONNAISSANCE ESTIMATE

Bicycle Trail - Corvallis

Section: 35th Stree Tyler Avenue along Philomath Boulevard and First S eet.

Length: 11,800 feet = 2.25 miles.

Typical Section: 10-foot travel lane with 4:1 rock slopes. Minor deviations are anticipated.

Base: 4 inches crushed rock base; 2 inches asphaltic concrete.

Structures: Oak Creek, Marys River (longitudinal), S.P. Railroad, Third Street and retaining wall on small section along First Street and structure at Van Buren Street.

Parks: Traverses Pioneer Park and will go through random landscaping along Willamette River.

Utilities: Railroad, City and power company.

This estimate of $200,000 for a bicycle trail along the subject section in Corvallis contemplates only two at-grade crossings. These are at Brook Lane and 15th Street. The listed structures are necessary to maintain separation from the railroad and automobile facilities. These grade separations, together with river bank and park location, are considered desirable objectives.

The estimate anticipates moving a portion of the railroad spur line along First Street in the vicinity of Adams Avenue to provide more width on the river side. Alternates to this could be a high retaining wall or sharp reduction in section for the trail. Parking along First Street will need to be reduced and altered. Although not listed in the items, a certain amount of landscaping and fence or rail protection may be considered contingent to the proposal.

This is a rough estimate based on a visual inspection of the section and my judgment of the work and materials necessary to provide a good bicycle facility there.

W. N. Hackleman
Reconnaissance Engineer

WNH:mc

RECONNAISSANCE UNIT

OREGON STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section 35th Street - Tyler Avenue (Corvallis) Unit

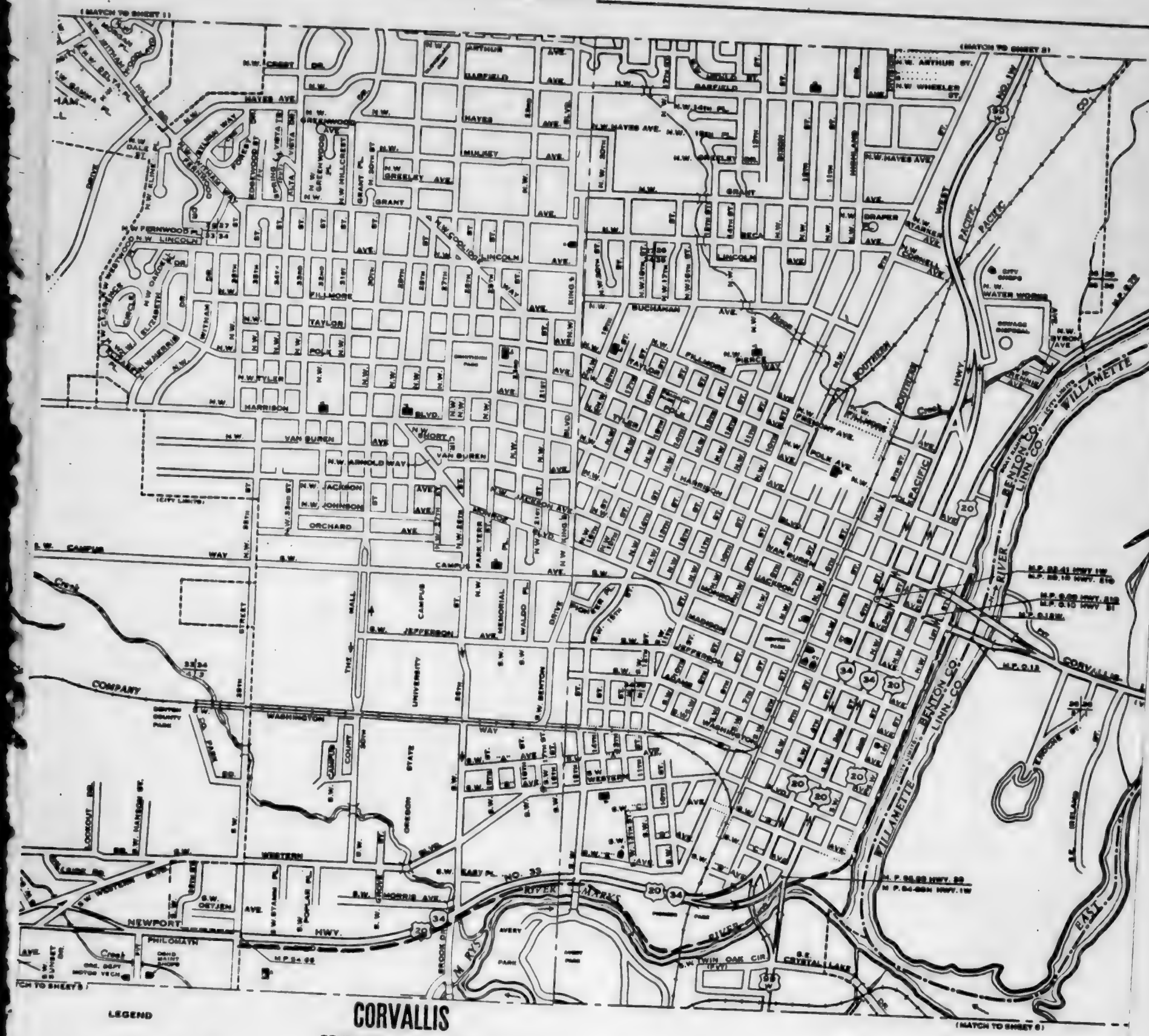
Highway Philomath Blvd. & 1st Street County Benton Prefix

Length 2.2 mi Designer Draftsman Date 10-6-71

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	(Lump Sum)					$ 5,000
Blade & Grade	Mile	2.2			$4,000	8,800
Excavation & Borrow	Cu. Yd.			9,000	1.00	9,000
12" C.M.P.	Lin. Ft.	100	20	120	4.00	480
18" Conc. Pipe	Lin. Ft.	18	2	20	7.00	140
24" Conc. Pipe	Lin. Ft.	18	2	20	11.00	220
Concrete in Box Culvert & Ret. Wall	Cu. Yd.	70	5	75	115.00	8,625
Reinforcement Steel	Lb.	7,500	500	8,000	0.20	1,600
Structures	All			All		72,000
Base Rock	Tons	3,500	500	4,000	2.50	10,000
Asphaltic Concrete	Tons	1,520	180	1,700	15.00	25,500
Construction Costs						
30% for E & C						141,365
						42,635
						184,000
Adjust Utilities						
Right of Way						15,000
						1,000

Total $ 200,000



CORVALLIS

BENTON COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 39,000

Scale in Feet

Revised May 1968

SHEET ARRANGEMENT

1	2
3	4
5	6

SHEET 3 OF 6 SHEETS

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH — City Hall
  - CT — Court House
  - A — Armory
  - L — Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

SIGNED ROUTES

- INTERSTATE
- U.S.
- OR.E

LEGEND

- Post Office
- School
- R. R. Depot
- Street open for
- Street dedicated
- City Limits
- City Center

RECEIVED
SEP 23 1971

Bikeway
Corvallis

4403

Salem, Oregon
September 22, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Footpath & Bicycle Trail
Corvallis E. City Limits-
S. W. 35th Street.
Benton County
(FAX 4403)

This proposed trail extends from 1st Street in Corvallis, westerly along the Marys River (through Pioneer Park) and continues along the Corvallis-Newport Highway to an existing walkway connecting Western View Junior High School, a school administration building and Adams School, all on S.W. 35th Street. This is one part of a second-phase proposal for bikeway establishment in Corvallis proposed by the Corvallis Citizen's Bicycle Committee.

Some minor points to be considered for bikeway establishment are:

1. Conflicts along 1st Street with parking, a railroad spur switch and dead end.

2. Extension of a box culvert that carries Oak Creek under the Corvallis-Newport Highway.

3. Two at-grade crossings--one on 15th Street that leads into Avery Park; and Brook Drive, a road that serves a subdivided area south of Highway 20-34. Fifteenth St. crossing has signals, while Brook Drive does not.

4. Some additional embankment will be needed between the highway and Marys River just easterly of Brook Drive.

All of the above can be resolved and do not present severe problems. The most difficult aspect of the entire project will be passing under the 99W bridge that crosses the Marys River. The pier extends straight to the river's surface and a structure would need to be attached to the pier to allow bicycle and pedestrian passage.

A suitable easterly terminus along 1st Street would need to be coordinated with the city of Corvallis.

Right-of-way requirements are not known at this time, but preliminary observation reveals that nearly all required would be city park lands or highway right-of-way.

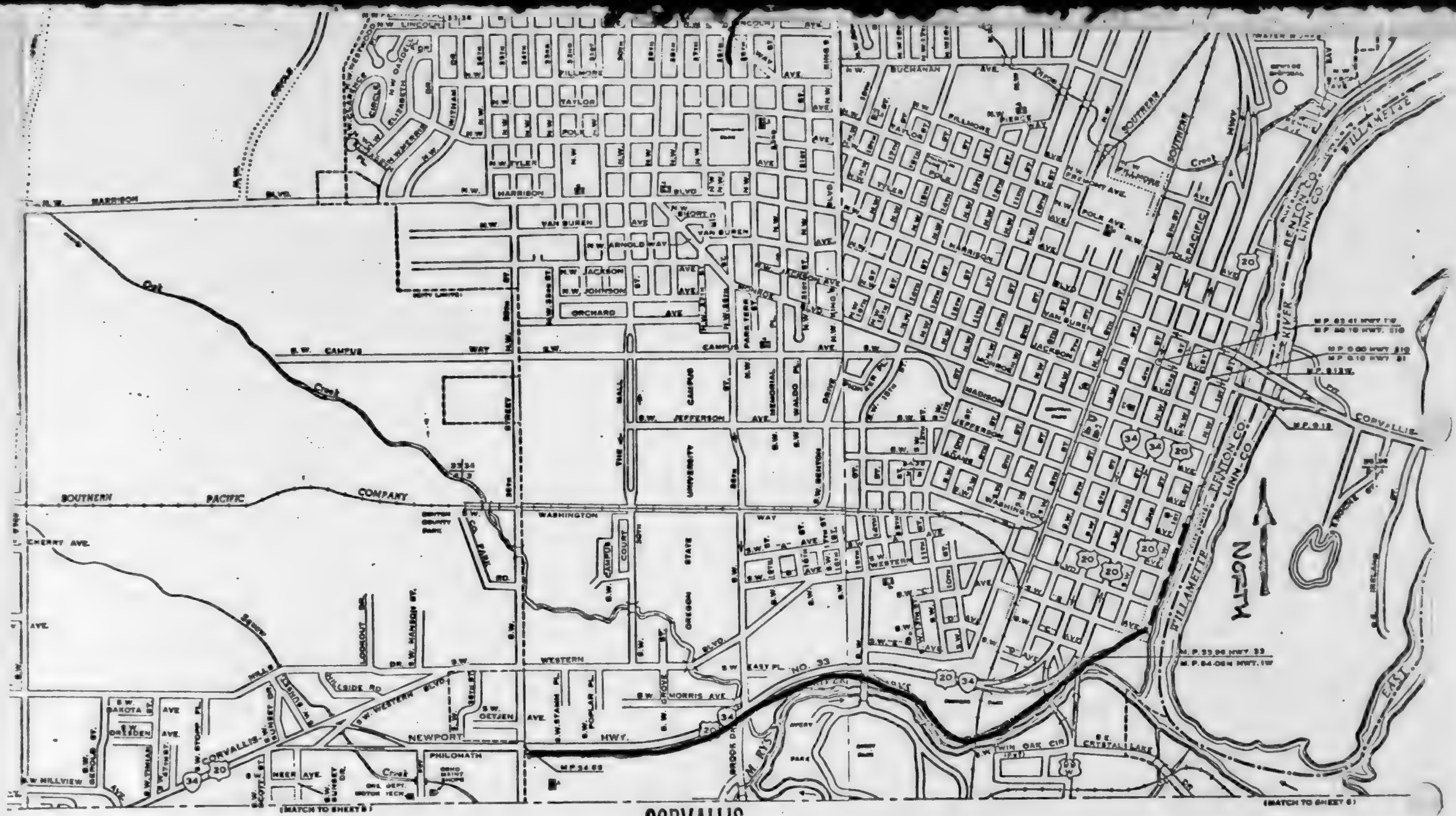
The proposal is consistent with goals of pedestrian and bike path establishment, and would provide a vital link in the Bikeway Plan of Corvallis.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Assistant Program & Planning Engineer

GAP:dg

cc: L. H. Young
J. A. Pantuso w/attach.



CORVALLIS

BENTON COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 29,500

Scale in Feet

Revised May 1968

SHEET ARRANGEMENT

1	2
3	4
5	6

SHEET 3 OF 6 SHEETS

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cH – City Hall
  - cr – Court House
  - a – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Street open
- Street ded.
- City Limits
- City Co.

City of Corvallis
INCORPORATED JANUARY 1857

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

ADMINISTRATIVE OFFICES

(503) 752-4292

M E M O R A N D U M

September 2, 1971

TO: Mayor and City Council

FROM: City Manager Smith

SUBJECT: Corvallis Citizens' Bicycle Committee Proposal

Transmitted herewith is a proposal from the Corvallis Citizens' Bicycle Committee as composed in conjunction with the City staff. The staff members involved in review of this proposal, particularly the bicycle route system, included police, engineering, and administrative personnel.

Recently there has been a tremendous growth in the popularity of bicycles and intensification of this popularity is apparently concentrated in Corvallis. As evidence, on this date we have licensed 10,166 bicycles. The use of bicycles as a transportation device and for recreation is flourishing everywhere and was certainly reflected in the action of the State legislature by passage of House Bill 1700. That law, if nothing else, obligates every city and county in the State to give serious and constructive consideration of bikeway systems within their responsibilities.

The proposal of the Citizens' Committee includes recommendations for enhancing safety, supporting law enforcement, providing parking, and establishment of bicycle routes along with other items of benefit to our cycling population. The Committee's recommendations on the preceding items plus the bicycle route system indicate prudent deliberation and severe economy to facilitate achievement. Step one of the bikeway system totals 17 miles and for signing and designation would cost $4500. The Committee and the staff members involved all agree that these results presented are subject to amendment and do not constitute a firm or formal ultimate solution.

NOTED
R. D. ASBURRY

The Citizens' Committee has contacted and counseled with representatives of the Southern Pacific Railroad, Oregon State University, and several real estate developers and private property owners in their effort to gain approval and cooperation for pertinent segments of the bikeway system. It should also be noted that the University has intensified their efforts to accommodate the bicyclist on campus by construction of great numbers of parking racks and bike routes on campus.

In short, this proposal is recommended to the City Council and certainly deserves our full attention as representing a community enhancement of direct impact to at least 10,166 interested citizens. Undoubtedly, it would be advisable to refer this matter to an appropriate Council committee such as the Public Works Committee.

CDS:bdb

RECEIVED
SEP 9 1971
PROGRAM & PLANNING
DIVISION

Corvallis Bikeway System

A Proposal from the Corvallis Citizens' Bicycle Committee

September 1971

The Corvallis Citizens' Bicycle Committee is a voluntary citizens group organized to advocate the use of the bicycle as a basic form of urban transportation. The group includes persons from a broad spectrum of backgrounds -- from traffic engineering to the natural sciences to recreation planning and landscape architecture, etc. We believe that the bicycle provides an efficient form of transportation for commuting and light hauls, promotes health and simplicity, is a useful adjunct to the automobile, can reduce traffic congestinn and air pollution -- and is fun. Further, we believe that transportation reforms are needed and that the use of the bicycle can serve as an important stimulus in balancing urban living space.

... STATEMENT OF PURPOSE

The purpose of this report is to outline for the City Council and citizens of Corvallis the joint findings and recommendations of the Committee and the city staff. We find ... there are many different types of uses of bicycles, some of which are very prominent now and others of which have great potential and can be expected to develop rapidly as the City and County make provisions for safe bicycling. These uses include

1) Children going to and from school
2) University students going to and from classes
3) Commuting to and from Corvallis' recreation facilities
4) Commuting to and from places of employment
5) Children and adults going to and from the business and shopping areas
6) Riding just for the fun of it

A bikeway system should help eliminate some of the hazardous traffic situations which now endanger both cyclists and motorists. It should improve the access to our schools, recreatinnal areas, historical sites, and scenic areas, leading to broader use and deeper appreciation of these assets; and it should encourage bike riding as a healthful and enjoyable pastime in its own right.

WHAT TYPES OF FACILITIES ARE NEEDED? Both city-wide paths and neighborhood bike paths are needed...and landing zones, parking areas specifically for bicycles as places of concentrated bike use. The neighborhood paths should in general be residential streets characterized by low traffic densities and low auto speed limits and these streets should serve well the schools, parks and playgrounds. About the only thing that has to be done on these streets is to post signs identifying the streets as "Bikeways" - thus telling riders that these are the safest streets on which to ride and warning motorists to look out for cyclists. If these streets cross heavier traffic on busy streets, the busy streets should be marked with "Bike Crossing" signs. If the routes turn, it is recommended that street marking also be used to minimize conflicts with auto traffic.

The city-wide paths could, in part, be marked low-density streets just as in the neighborhood routes, but where possible, they should include separate rights-of-way exclusively for bikes, or for bikes and pedestrians. (This would work only where the pedestrian traffic density is low.)

... CONSIDERATIONS

The Committee considered various statements it felt pertinent to the bicycling situation. These are outlined below:

A. Encouragement of Use
We urge that the City Council support and encourage the use of bicycles for recreation and transportation; that bikeway development be coordinated with other means of transportation; and that their interrelationships be carefully considered in all future transportation and urban development studies and actions.

B. SAFETY EDUCATION
We urge that the City of Corvallis and the Corvallis School District strive to allocate manpower and resources as available to increase the level of education relative to safe bicycling.

C. LAW ENFORCEMENT
We support strong enforcement to counteract an apparent unconcern for compliance with the vehicle codes by the bike rider. The most obvious areas needing enforcement are traffic signal and stop sign violations, wrong way travel on one way streets, no lights or reflectors at night, and riding on the wrong side of the street. We would also urge that the prestige of the City Administration be lent in support of new statewide legislation which might more realistically apply to bicycle riding on public streets (i.e. interpretation of full stop at stop signs.)

D. ROUTES (SHORT RANGE AND LONG RANGE)
We urge that the City of Corvallis develop a Long Range Master Plan for bike routes and trail systems (that includes the Short Range Plan of Routes included in this report but goes further to develop the full recreation potential of Bikeways.) The routes to be established should be based upon consideration of all factors influencing proper selection; such as expected use, safety of riders, relative attraction and type of usage designed for. (Said master plan to be compatible with the urban master development plan.)

...ESTABLISHING OF ROUTES

A. Criteria for Establishing
The following factors were taken into consideration in deciding upon a recommended first phase of bikeway development (included in this report) and should be a basis for further route selection in long range planning.

1. Realization that once a route is established, all age groups should be considered as potential users.
2. With #1 in mind, establish routes only on those street networks that, in the professional opinion of staff, can be said to offer an acceptable degree of safety. That is to say that potential vehicle versus bicycle conflict is as low as could be reasonably expected.
3. Location of generators or attractors of bicycle oriented trips such as parks, schools, shopping areas, libraries, etc.

4. Ownership locations, user data, etc. as might be available through the city planning office and the police department.
5. Realization of the fact that in general bicyclists tend to ignore designated and safe routes if they are not also convenient routes.
6. Acceptance of the fact that in the final analysis, a route which may be dangerous to a particular age group should be avoided if possible.

B. Bikeway System First Phase Development (Tentative Routes)

With the above criteria in mind, a tentative system of routes and trails is herein proposed. Experience in other cities suggests that it must be classified as tentative only, since with observation of their usage, these routes may need to be shifted; some dropped due to lack of use and others added to serve the same utilities. The Map shows the tentative system. The First Phase System has been designed primarily with service and utility in mind and should be supplemented as soon as possible with a plan for additional routing oriented toward recreation.

C. Route Improvements

The proposed Bikeway First Phase calls for approximately twenty (20) miles of utilitarian bicycle system with 18 of that total on existing paved streets which would require minimal improvement for bikeway establishment. By minimal we mean to add route signing and lane striping only at corners where the routes turn. That would clearly establish the identified routes as bikeways. No new rights of way would be needed and the system would have little effect on present auto parking habits or locations.

The minimal change System was determined after considering the following normal bikeway modification suggestions.

1. Parking removal has been suggested to provide additional bike riding area. Although such an action would probably enhance the bicycling experience and make the routes safer, there is evidence that many property owners and business people would resist any removal of onstreet parking. Therefore it would be expected that removing parking on a wholesale basis along a route would be politically unwise and difficult to accomplish.

2. Painted bike lanes is another idea that has been considered. Such lanes provide a clearly defined area for the bicyclist. (Usually 4' to 6' wide with one necessary for each direction of moving traffic.) (State law requires the bicyclist to ride with the traffic.) Unfortunately, the street widths in Corvallis usually will preclude allowance of extra lane width for bikers. (Unless auto lanes are removed or parking eliminated.)

3. Sidewalk use has also been considered. While separating auto from bike traffic, sidewalk riding creates other problems like conflicts with pedestrian movement. Curb depressions would be required for street crossings and might make the city liable in the case of intersection accidents with autos where the right of way is difficult to determine. However, safety considerations may dictate the use of sidewalks in some instances.

4. Closing of alleys or streets to allow bikes only was also considered. Alleys tend to be traffic-free, interesting and of a proper scale for pedestrians and bicycles. For the moment, however, again with public support in mind, since the streets and alleys were improved by public assessment, the owners adjacent might be expected to voice opposition. Law enforcement in the car-excluded alleys would also be difficult.

5. Finally, bike paths developed on new public easements over private property were considered. Present budget considerations suggested a go-slow approach, but separate bikeway easements should certainly be considered for future expansion. Of particular interest would be the possibility of establishing a bike and pedestrian trail system utilizing rights-of-way along creeks and river banks, and using utility line ROW's and rail or street ROW's which are abandoned or are little used. In this manner it might be possible to ultimately establish a complete greenway network through our community. It is recommended that future buildings designed for public use should include some manner of tying in the bikeway system. Golf Courses, cemeteries, church and hospital grounds and industrial sites should be planned to allow bikeway access and ultimate establishment of a valid alternative to dependency on the auto routes.

D. Destination Parking

In addition to consideration of the movement channels for bicycles, it is imperative that we recognize that parking space and facilities must be provided at logical places of concentration. The Committee with the assistance of Ed Ivey of the City Staff has reviewed bicycle parking accommodations of several varieties (from slots to racks and from 3' length for 3 bikes to racks designed for 15 bikes or more.) A locking arrangement should be provided regardless of the parking accommodation style. First phase parking accommodations should be included at the City Hall, additional racks at the library, City Park and Avery Park (at congestion points), the new parking area at the riverfront between Van Buren and Madison and at least four heavy-use areas in the downtown shopping district. It is recommended that an auto parking space might be vacated to allow for parking of several bikes near 4th and Madison, one near 2nd and Madison, and one each on 3rd at Jefferson and Monroe. (The aforementioned accommodations would cost approximately $550

... EDUCATION

A. Coincident with the establishment of an initial bikeway system for Corvallis it is proposed that the city provide printed maps of the bikeways along with a document of applicable regulations to be distributed with the purchase of bike licenses.

B. It is also urged that bicycle education be included in the public school system (preferably at the third and fourth grade levels.) Safety education has been most effective when offered at a level beyond 2nd grade but before bad habits are too deeply engrainedd.

Corvallis Citizens Bicycle Committee
999 Sycamore Street
Corvallis, Oregon 97330

7815 Molalla R. (Meadowbrook) Br. Sec. 1972
of Wdbn.-Est. Hwy. E. of Molalla
(Bridge repair)

7815

May 23, 1973

Reliance Insurance Company
Portland Office
700 N. E. Multnomah
Portland, Oregon 97232

Gentlemen:

A post-final payment for $2,365.84 will be made to Schrader Construction Company, Inc., on Contract No. 7815 for bridge repair on the Molalla River (Meadowbrook) Bridge on the Woodburn-Estacada Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $70,124.56 including the post-final payment. Of the total, $4,455.62 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Schrader Construction Co., Inc.
7912 S. E. Powell Boulevard
Portland, Oregon 97206

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7815

March 5, 1973

Reliance Insurance Company
Portland Office
700 N. E. Multnomah
Portland, Oregon 97232

Gentlemen:

Contract No. 7815 awarded to Schrader Construction Company, Inc., for bridge repair on the Molalla River (Needlebrush) Bridge Section of the Woodburn-Estacada Highway in Clackamas County was completed on December 18, 1972, and accepted by the Highway Commission on February 26, 1973.

Final payment in the amount of $3,567.01 will be released to the contractor after March 10, 1973. The total contract amount is $67,758.72 including $4,455.62 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Schrader Construction Co., Inc.
7912 S. E. Powell Boulevard
Portland, Oregon 97206

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7815

February 27, 1973

TO Oregon State Highway Commission

FROM V. B. Kinboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7815 Work Completed December 18, 1972

Project Molalla River(Meadowbrook) Bridge

Highway Woodburn-Estacada County Clackamas

Type of Work Bridge Repair

Contractor Schrader Construction Co., Inc.

Recommended Acceptance Date February 26, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7815

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MOLALLA RIVER (MEADOWBROOK) BRIDGE		WEEK ENDING: FEBRUARY 17, 1972
HIGHWAY: WOODBURN - ESTACADA		SECTION PREFIX: 103-1622
		COUNTY: CLACKAMAS
NAME OF JOB: MOLALLA RIVER (MEADOWBROOK) BRIDGE	KIND OF WORK: BRIDGE REPAIR	
CONTRACTOR: SCHRADER CONSTRUCTION COMPANY	CONTRACT NUMBER: XB 7815	FEDERAL AID PROJECT NUMBER: STATE PROJECT
DATE OF CONTRACT: SEPTEMBER 22, 1972	DATE WORK STARTED: OCTOBER 5, 1972	COMPLETION DATE: COMPLETED 12/18/72
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 74
PROJECT AUTHORIZATION: $ 79,892.38	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 82%
EXCLUSIVE OF ENGINEERING: $ 72,914.88	ENGINEERING AUTHORIZATION $ 6,977.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 67,758.72	ENGINEERING COST TO DATE $ 4,995.03	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92.9%
ESTIMATED PERCENT: [redacted] UNDERRUN 8.9 %	PERCENT OF AUTHORIZATION 71.6%	DATE PROJECT WAS COMPLETED: DECEMBER 18, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3049A							
PERCENT	100%							

	WEATHER	CALEN. DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
FEB. SUNDAY 11	FAIR	0		
MONDAY 12	CLOUDY	0		
TUESDAY 13	FAIR	0		
WEDNESDAY 14	OVERCAST/SHWRS	0		
THURSDAY 15	OVERCAST	0		
FRIDAY 16	PARTLY CLDY	0		
SATURDAY 17		0		

RECEIVED
FEB 20 1973

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY FEB. 11	NO ACTIVITY ALL WEEK. FINAL WEEKLY REPORT.
MONDAY 12	
TUESDAY 13	
WEDNESDAY 14	
THURSDAY 15	
FRIDAY 16	
SATURDAY 17	

REMARKS

STATUS: ALL WORK AND CLEANUP COMPLETE.

FINAL WEEKLY REPORT

SIGNED E. Rodriguez LOCATION OREGON CITY

E. RODRIGUEZ, RES. BR. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
OCT 10 1972
FOR FILING

7815

October 10, 1972

Schroder Construction Co., Inc.
7912 S. E. Powell Boulevard
Portland, Oregon 97206

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7815 for bridge repair on the Molalla River (Meadowbrook) Bridge Section of the Woodburn-Estacada Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204
bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Enrique Rodriquez

RECEIVED
SEP 20 1972
FOR FILING

7815

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 18, 1972

TO Mr. A. E. Johnson
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer

SUBJECT Cost Analysis of September 14, 1972, bids
Molalla R. (Meadowbrook) Bridge Section
Woodburn-Estacada Highway
Clackamas County

The engineer's estimate for the subject project was $44,440. Schrader Construction Co., Inc., was low bidder with a bid of $64,775 which is over the engineer's estimate by 46 percent.

It is the recommendation of the Bridge Section that the project be awarded to the low bidder and the following is an analysis of the bids and justification for a revised engineer's estimate.

The project was difficult to bid because of the complexity of supporting the structure at Bent 5 while removing the existing column footing and placing new concrete. The uncertainties involved in the supporting operation would influence three bid items: bridge removal, shoring and cribbing, and Class A concrete.

Although the concrete bid is thought to be excessively high, some increase is justified because of the difficulty of concrete placement in the deck while maintaining traffic over one-half the bridge at a time. The shoring and cribbing increase reflects the difficulty of providing a cofferdam and support shoring for the bent in an area already restricted by existing temporary support piling.

The revised estimate of the three bid items is as follows:

		Original Engineer's Estimate	Low Bid	Revised Engineer's Estimate	Increase in Rev. Engr.Est.
1.	Bridge removal	$ 3,000	$ 8,000	$ 6,000	+$ 3,000
2.	Shoring & cribbing	10,000	19,000	20,000	+ 10,000
3.	Class A concrete	110/cy	310/cy	155/cy	+ 2,000
	Total =				$15,000

NOTED
F. B. KLINGE

Original engineer's estimate total	=	$44,440
Increase	=	15,000
Total revised engineer's estimate	=	$59,440

The revised engineer's estimate total is within 10 percent of the low bid.

RJW:dh

cc F. B. Klaboe
L. H. Young

RECEIVED
STATE HWY ENGR
SEP 1 9'72
REFER TO
FOR
Info | ves | R/D | DIR | ... | Act | File

RECEIVED
SEP 12

FORM 19-80 (REV. 10-65)

7815

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1972

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

B U I L D I N G

SUBJECT: Meadowbrook Bridge Contract

NOTED
E. S. HUNTER

If we accept the existing bids, the completion date will still be in late December. Although a flood can not be predicted, that would endanger the false bents before the end of December. Anything but low water will make the excavation below stream level more difficult and more expensive.

To delay and rebid the contract adds an extra wet month, January, with no assurance of a lower bid.

Recommendations:

Award the contract now on the basis of bids already received.

Reasons:

Extra wet months will increase the danger to the temporary bents and escalate the cost of repair because of poor working conditions.

9-18-72
Ed.: Bridge has prepared a "new" estimate + Asbury will get it & letter to Comm for approval tomorrow

CMW:mlp

Robert N. Bothman
Maintenance Engineer

By: Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

Shoring under traffic more difficult than anticipated, conc. pours too low. New estimate $ 59,440

RECEIVED
SEP 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

$ 44,440
$ 14,775

A E Johnson

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7815

DATE August 3, 1972

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Molalla (Meadowbrook) Bridge
Woodburn-Estacada Highway
Clackamas County
Bridge No. 3049A
Construction Restriction Requested By Fish Commission

On this date I attempted to call Mr. Burt Carnegie, Fish Passage Specialist for the Fish Commission, concerning his letter of July 28, 1972, wherein he requested that no work on the subject project be done after October 1. However, Mr. Carnegie was not in his office and I discussed the matter with Mr. Ron Hasselman, Assistant Water Resources Analyst.

I explained that as a result of flooding last spring, the structure is on temporary falsework at Bent No. 5, and that in order to prevent greater damage, in case of flooding next winter or spring, the repair work of replacing the damaged Bent 5 must be completed this fall.

Our proposed date for receiving bids is August 31. This would allow letting a contract approximately September 15. Under the restrictions in Mr. Carnegie's letter, this would allow the contractor only fifteen days to complete the work. Since the work cannot be done in such a short time, it would have to be put off until next spring or summer. The bridge would then suffer whatever damage might occur due to winter flooding.

Mr. Hasselman indicated the Fish Commission does not wish to stop the work, but they are vitally interested in water quality, because of the spawning salmon which will be in the river beginning in October.

He is agreeable to proceed with the work after October 1, provided the contractor is required to work within cribbing or behind a dike.

Mr. Hasselman requested that he or his office be notified prior to commencement of work. They are also to be invited to attend the pre-construction conference.

RECEIVED
AUG 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

It is his opinion that this project can progress to the satisfaction of the Fish Commission, the contractor, and the state providing communication and cooperation are maintained among the parties involved.

RWE/ag

cc Ron Hasselman
A. E. Johnson
L. W. Rulien
A. A. Rear
F. Hall Attention C. G. Swenson
Enrique Rodriquez

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

FOR FILING

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 31 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

7815

July 28, 1972

cc's sent July 31, 1972:

E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
J. H. Versteeg (2)
J. B. Boyd (2)
L. W. Rulien (2)

Mr. George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall, Design Engineer

Dear Mr. Baldwin:

The following projects transmitted to us by your letter dated July 20, 1972 have been examined:

1. Lost Creek Bridge
   Willamette Highway
   Lane County

2. Molalla River-Meadowbrook Bridge
   Woodburn-Estacada Highway
   Clackamas County

3. Thomas Cr. (Schindler) Bridge
   Albany-Lyons Highway
   Linn County

NOTED
E. S. HUNTER

We anticipate no fishery conflicts on these projects provided water quality standards are maintained and no work is done in the Molalla River after October 1.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc OGC

RECEIVED
AUG 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE OF OREGON

OREGON STATE HIGHWAY DIVISION

7815

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 20, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting September 28, 1972.

1. Lost Creek Bridge
   Willamette Highway
   Lane County

2. Molalla River-Meadowbrook Bridge
   Woodburn-Estacada Highway
   Clackamas County

3. Thomas Cr. (Schindler) Bridge
   Albany-Lyons Highway
   Linn County

NOTED
E. S. HUNTER

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Frank L. Hall
Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
J. H. Versteeg (2)
J. B. Boyd (2)
Encl L. W. Rulien (2)

RECEIVED
JUL 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7816 Blind Slough (Barendse Rd.) Br. 1972
Sec. of FAS 757, E. of Astoria
(Grading and structure)

5

CaA 4634

FAS 757, Clatsop

OREGON STATE HIGHWAY DIVISION

LRM 6-490 (REV 1-73)

HIGHWAY DIVISION INVOICE

NO. 117741

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-18-75	CC 1518		504-1010-297 7816

CODE: CLATSOP new

Clatsop County Board of Commissioners
P.O. Box 179
Astoria, OR 97103

ATTN: Mr. John Dooley , Roadmaster

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Blind Slough (Barendse Rd.) Bridge section, FAS 757 Covered by Agreement dated November 24, 1971 and letters dated September 15, 1972 and November 11, 1971 and county's letter dated November 8, 1971.	1/ea	8/10/72	
County's share of construction costs for this project are to be made up by transferring county federal funds to State Highway funds			$61,512.00

RECEIVED
COUNTY & CITY SECTION
AUG 19 1975
ENGR. COOR. DE AE UE
UPE CE RE RPE

FAS 757
Clatsop Co

Robert W. Straub

August 4, 1975

Board of Commissioners
Clatsop County
P. O. Box 179
Astoria, Oregon 97103

Attention: Mr. John Dooley
Roadmaster

Dear Mr. Dooley:

Final costs on the Blind Slough (Barendse Rd.) Bridge section on FAS 757 are enclosed.

In accordance with an agreement dated November 24, 1971 and the county's letter dated November 8, 1971, the amount of $61,512 will be transferred from Clatsop County's FAS funds to state highway funds to cover the county's share of the project.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:scr

Enclosure

bc: Virgil Boyd

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clatsop County Board of Commissioners
P. O. Box 179
Astoria, Oregon 97103
Attention of Mr. John Dooley, Roadmaster

Request No. (assigned by staff engineer or head of section) cc-1518

Date August 4, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Blind Slough (Barendse Rd.) Bridge section, FAS 757
Covered by Agreement dated November 24, 1971 and
letters dated September 15, 1972 and November 11, 1971
and county's letter dated November 8, 1971

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's share of construction costs for this project are to be made up by transferring county federal funds to state highway funds		$61,512.00
		--PLEASE CLOSE THIS ACCOUNT--		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ None

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ --

Give the number of the last previous request in connection with this same service. --

Credit distribution: 504-1010-297

Submitted by: Robert H. Prange
Robert H. Prange, Rural Engineer

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** August 4, 1975

County Clatsop **Contract No.** 7816 **Date Completed** May 15, 1973

FAS 757 **Section** Blind Slough (Barendse Rd.) Bridge

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
Payment to Contractor	Federal Participation	$300,951.34
Engineering	" "	36,856.04
Equal Opportunity Program Experience	" "	6.45
Total	Federal Participation	$337,813.83
Payment to Contractor	Nonparticipating	$ 9.71
Engineering	"	227.80
		$ 237.51

Total Cost of Project $338,051.34
Federal Funds Collected $215,018.50

County's Share of Construction Costs per Agreement

1/2($337,813.83 - $215,018.51 + $227.80) + $9.71 =

$\frac{\$123,023.13}{2}$ x $9.71 = $61,511.57 rounded to $61,512.00

Reference: Billing Form cc-1518

#7814c — 9-12-74 — STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
EHS-S-398(3)	Clatsop	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for the construction of 980 feet of highway roadbed and the construction of a 442-foot bridge over Blind Slough on FAS 757 in Clatsop County approximately 16 miles east of Astoria, Oregon.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Target Dredging & Pile Driving Co. & R. E. Brusco	$ 310,773.25

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* R D [illegible]

TITLE Asst Office Engr

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9-23-74 on Cont.

RECEIVED
SEP 23 1974
Office of
Assistant State Highway Engineer

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
H.S.	NOTED COULTER			

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY

P. V. Riedl, Area Engineer

11. DATE OF INSPECTION

5-17-73

12. IN COMPANY WITH: Ted Litchfield, Reg II Const. Engr.; Gary Inloes, Res Engr; John Dooley, County Engr; Harold Olsvick, County Engr; Lee Yost, Contractor

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE [illegible]

14. TITLE Area Engr

15. DATE [illegible]

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE R K [illegible]

17. TITLE District Engr

18. DATE 9/12/74

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

Clatsop

SALEM, OREGON
November 13, 1973

Mr. Gareld Inloes
Resident Bridge Engineer
P. O. Box 1104
Astoria, 97103

Protective Log Boom
Blind Slough (Barendse Road) Br.
FAS 757 Project #EHS-S-398(3)
Clatsop County

Attached is a copy of the State Force Order which has been approved by the Federal Highway Administration.

You will note that the FHWA's stamp did not copy, but G. K. Hossner's signature does show up.

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ✓ DE ✓ AE ✓ UE
UPE ✓ R &

Form A-103—SM

No STATE Forces Involved.

G-1P

Appl effective 10/9/73

OREGON STATE HIGHWAY DEPARTMENT

D. K. Hansen

Order for State Force Work

Signed on 11-6-73

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Blind Slough(Barendese Rd.)Bridge Date October 4, 73, 19

Highway FAS 757 Contract No. 7516* F. A. Project No. ~~EHS-S-398~~(3)

County Clatsop Prefix 504-1010 Account No. 285-01

Description of Work To Be Done: Install Log Boom Complete, as detailed on "Log Boom Installation Proposal" Drawings, Rev. 1 & 2. This work was advertised to three different contractors. Bergerson Enterprises, of Astoria, was low bidder and will be doing the above work.

Location by Station Numbers: From south and North dike bank to navigation channel opening; both sides of bridge.

Estimate of Quantities and Costs: A Lump Sum payment of $7,833.00 will be made direct to Bergerson Enterprises, 3391 Irving Ave., Astoria OR. 97103, upon receipt of final bill.

RECEIVED STATE HWY ENGR NOV 7 '73 REFER TO FOR Info Inves R/D D/R Sign Act File

Explanation: This work was requested by Clatsop County, April 18, 1973, to protect their new bridge bracing from the floating debris in the slough. All contract work was completed May 15, 1973 and contractor has been released. * Original Bridge Construction Contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization *	$ 359,310.64	
Present estimate of project cost, including $7,833 for work under this order *	$ 359,310.64	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: Gerald Jones
Resident Engineer

Approval Recommended: Robert Schaefer
Asst. Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: C. V. Kiracofe
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

D.K.

FAS Clatsop Co

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 8, 1973

TO Mr. C. O. Fredrickson
Region 2 Engineer

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Blind Slough (Barendse Rd.) Br.
Contract 7816
Clatsop County
Log Boom Coast Guard Permit

Attached is a copy of our long awaited Coast Guard Permit for installation of the proposed log boom at the subject structure.

Please note paragraph two which requires Coast Guard approval of any temporary obstructions to the navigation channel during construction. Request for approval, if necessary, will be made by this office upon receipt of details from you.

Please advise this office when construction of the log boom has been completed in order that we may notify the Coast Guard.

RWE/ag

Attach.

cc E. S. Hunter
H. S. Cox w/attach.
D. H. Moehring
G. Inloes w/attach.

RECEIVED
COUNTY & CITY SECTION
NOV 9 1973
☑ ENGR. ☑ COOR. ☑ DE ☐ AE ☑ UE
☑ UPE ☑ DE ☑ RE ☑ RPE ☐

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 748
7 November 1973

Oregon State Highway Division
Attn: Mr. Robert W. Ellison
Bridge Administration Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Please find enclosed amendment to bridge permit 24-71c. This approves your proposed log boom at the Blind Slough bridge near Brownsmead, Oregon. It is requested this office be informed at the time the work is completed.

Sincerely,

R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Bridge Permit 24-71c

NOTED
R. W. ELLISON

RECEIVED
NOV 8 1973
BRIDGE DIVISION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE:

AMENDMENT TO BRIDGE PERMIT
(24-71c)

29 OCT 1973

WHEREAS by a permit issued on 27 April 1971, last amended 19 April 1973, the Commandant of the Coast Guard approved the location and plans of a bridge to be constructed by Clatsop County across Blind Slough near Brownsmead, Oregon, under authority of the General Bridge Act of 1946, and that the bridge was constructed;

AND WHEREAS condition 1 of that permit provides that no deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant;

AND WHEREAS - COUNTY OF CLATSOP - has submitted for approval plans indicating modification to the bridge;

NOW THEREFORE, This is to certify that the plans dated May 1973 hereby approved supplement the plans previously approved attached to the original permit, as amended, and are subject to the following conditions:

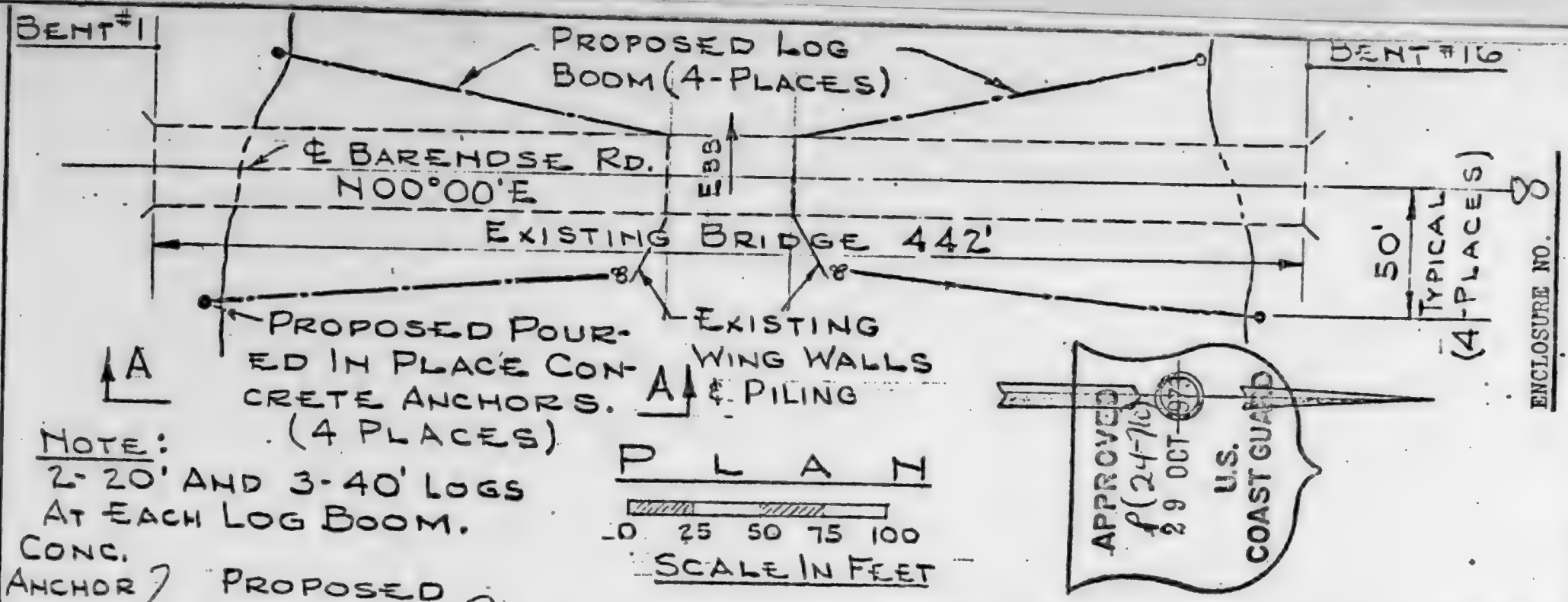
1. No deviation from the approved plans may be made either before or after completion of the approved modification unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of temporary obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to modification of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the modification of the bridge to the satisfaction of the District Commander, when in his judgment the modification work has reached a point where such action should be taken.

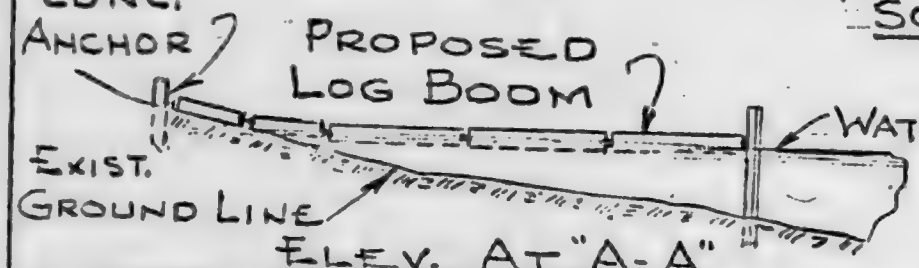
3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, modification or maintenance of said bridge.

4. The approval hereby granted shall cease and be null and void unless modification of the bridge is commenced within 3 years and completed within 5 years after the date of this amendment.

K. G. WIMAN
Captain, U. S. Coast Guard
Chief, Bridge Division
By direction of the Commandant



NOTE:
2- 20' AND 3-40' LOGS AT EACH LOG BOOM.



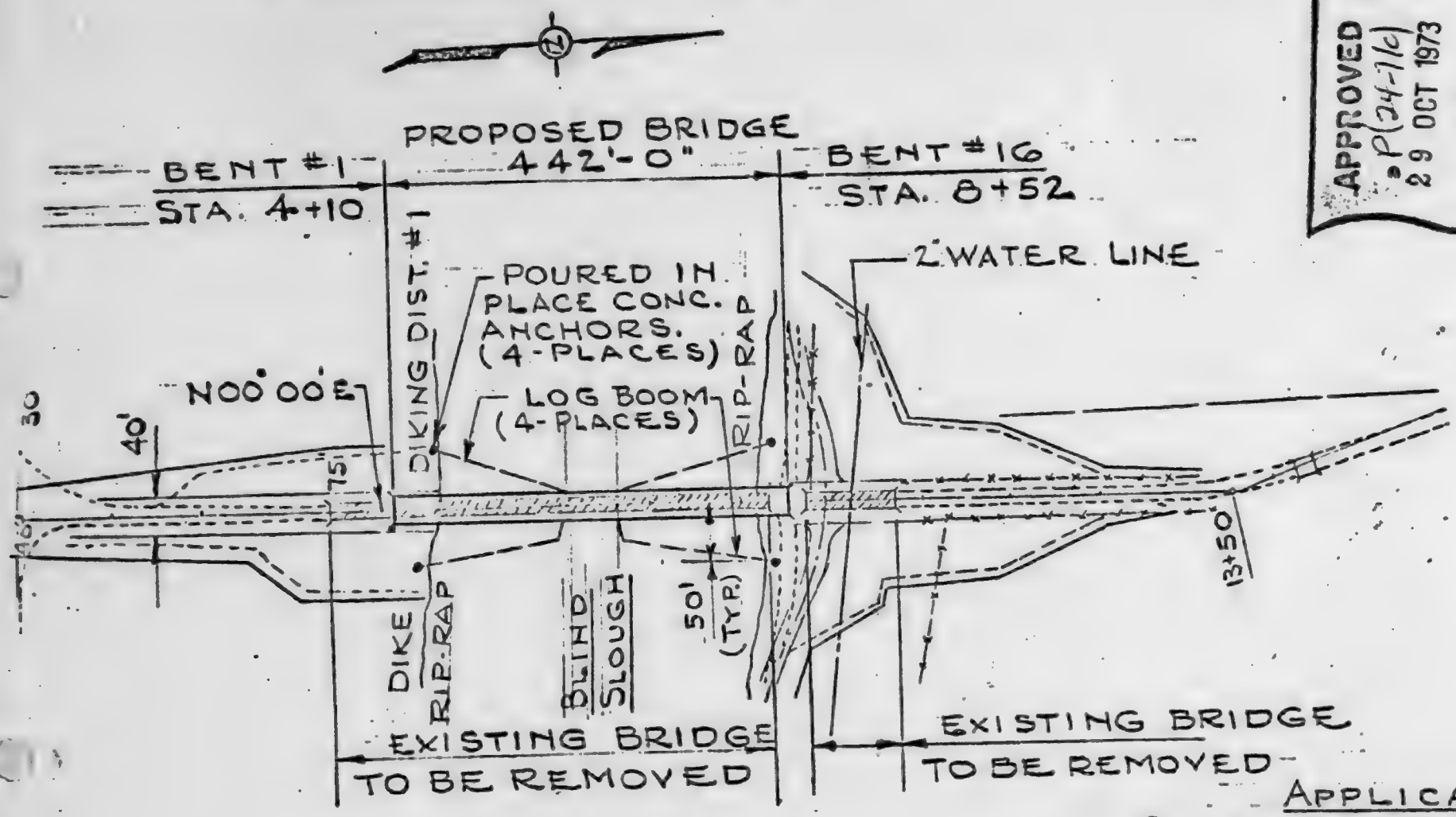
ELEV. AT "A-A"

VICINITY MAP

HYDRAULIC DATA		
	DESIGN FLOOD	MAX. FLOOD YR. 1967
DISCHARGE C.F.S.	2300	—
FREQUENCY-YRS	50	—
H.W. ELEVATION NATURAL CHANNEL	10°	10° (±)
VELOCITY F.P.S.	1(-)*	—

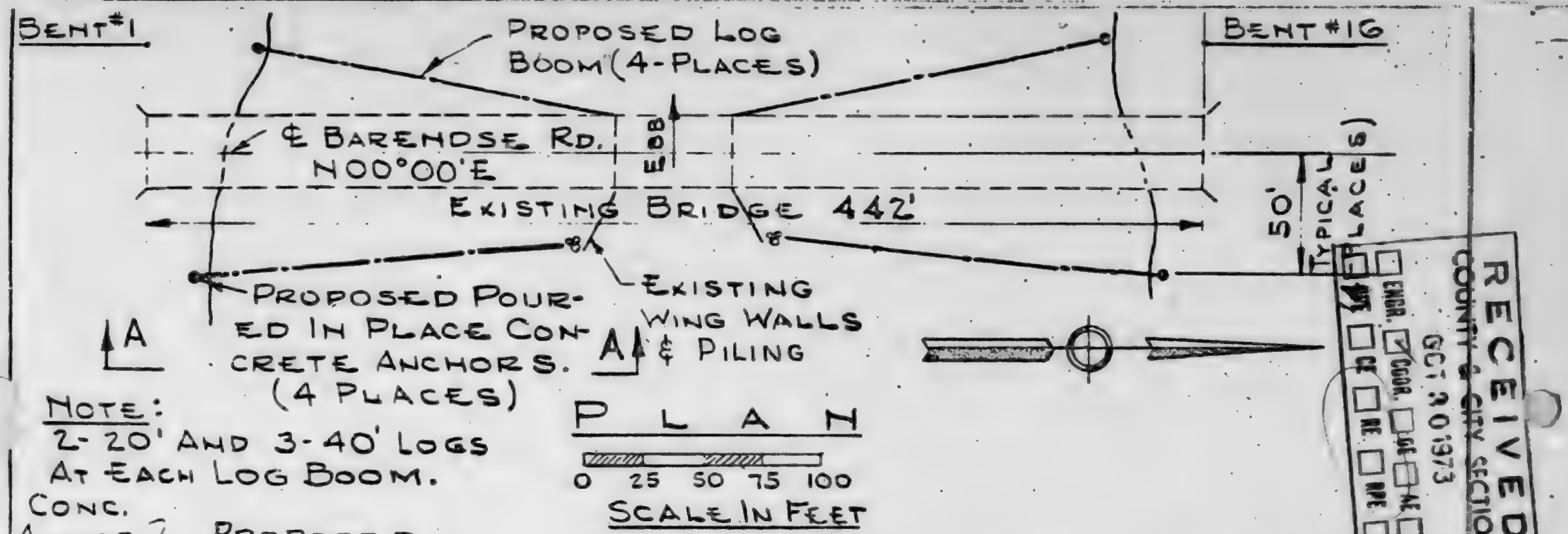
* MAX. AT EBB TIDE

APPLICATION BY
CLATSOP COUNTY
ASTORIA, OREGON
LOG BOOM AT EXISTING BLIND SLOUGH BRIDGE
LOCATED IN SECT. 3, T8N R7WWM
MAY 1973 SHEET #

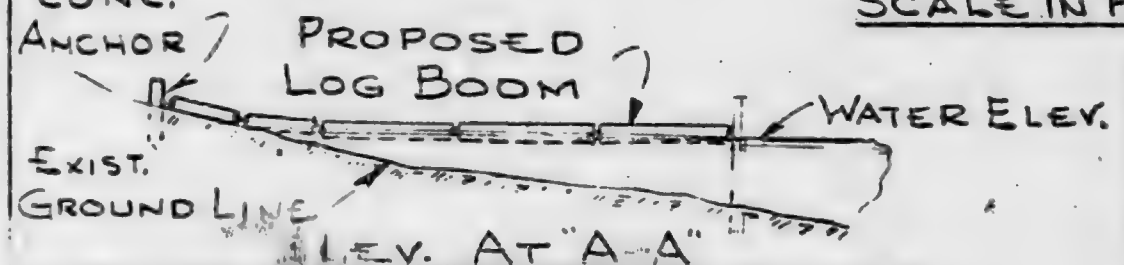


APPROVED
P(24-16)
29 OCT 1973
U.S.
COAST GUARD

APPLICATION BY
CLATSOP COUNTY
ASTORIA, OREGON
BLIND SLOUGH BRIDGE
LOG BOOM
SHEET 2 OF 2 SHEETS
LOCATED IN SECT. 3, T8N R7WWM
MAY 1973



NOTE:
2-20' AND 3-40' LOGS AT EACH LOG BOOM.



ELEV. AT "A-A"

VICINITY MAP

HYDRAULIC DATA		
	DESIGN FLOOD	MAX. FLOOD YR. 1969
DISCHARGE C.F.S.	2300	—
FREQUENCY-YRS	50	—
H.W. ELEVATION NATURAL CHANNEL	10'	10' (±)
VELOCITY F.P.S.	1(-)*	—

* MAX. AT EBB TIDE

APPLICATION BY
CLATSOP COUNTY
ASTORIA, OREGON
LOG BOOM AT EXISTING BLIND SLOUGH BRIDGE
LOCATED IN SECT. 3, T8NR7WWM
MAY 1973 SHEET #1

RECEIVED
COUNTY & CITY SECTION
OCT 30 1973
ENGR. ☑ GOOR. ☐ OE ☐ NE ☐
OE ☐ RE ☐ RPE ☐

Jan 1974
Clatsop Co

#7816

October 29, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Log Trash Boom Installation
Blind Slough (Barendse Rd.) Bridge
Project S-398(3)
Clatsop County

We are submitting for your approval State Force Order No. 1 on Project S-398(3) covering the installation of a log boom by Bergerson Enterprises of Astoria, Oregon for $7,833. Tentative approval was given by Mr. Riedl on October 9, 1973. The project has underrun and there are sufficient funds available to cover this action.

This request is based on the following data:

1. Clatsop County, on April 18, 1973, requested that a log boom be constructed as part of the subject project to protect the new structure sway bracing from the floating debris in the slough.

2. The Highway Division, having concluded this work was necessary and eligible, contacted Mr. Riedl of your office on April 26, 1973 and received his verbal concurrence that work would be eligible for Federal participation if done under a State Force Order by another contractor on a solicitation of bids due to the following set of circumstances.

   a. The present contractor had completed the bridge construction (open to traffic April 26, 1973).

b. Due to the necessity of obtaining a U.S. Coast Guard Permit--which entails quite a lengthy procedure--to construct the log boom, it was decided to accept the completed structure, thus releasing the original contractor.

3. The Highway Division accomplished the following actions:

a. Coast Guard Permit applied for on May 10, 1973.

b. A request for bid was presented to three contractors, including the original contractor in August of this year. Only two contractors responded.

1. Bergerson Enterprises - $7,833
2. Coast Marine Construction, Inc. - $9,600

Copies of responses are enclosed. The original contractor, Target Dredging & Pile Driving Company, declined the offer.

Enc.

cc E. S. Hunter
W. J. Hart
H. S. Cox
C. T. Keasey
V. L. Gallagher
R. N. Chase

RNC:dg

Form ...-03—SM

G-1P C

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Blind Slough(Barendese Rd.)Bridge Date October 4, 73, 19

Highway FAS 757 Contract No. 7816* F. A. Project No. *EHS-S-398(3

County Clatsop Prefix 504-1010 Account No. 285-01

Description of Work To Be Done: Install Log Boom Complete, as detailed on "Log Boom Installation "Proposal" Drawings, Rev. 1 & 2. This work was advertised to three different contractors. Bergerson Enterprises, of Astoria, was low bidder and will be doing the above work.

Location by Station Numbers: From south and North dike bank to navigation channel opening; both sides of bridge.

Estimate of Quantities and Costs: A Lump Sum payment of $7,833.00 will be made direct to Bergerson Enterprises, 3391 Irving Ave., Astoria OR. 97103, upon receipt of final bill.

Explanation: This work was requested by Clatsop County, April 18, 1973, to protect their new bridge bracing from the floating debris in the slough. All contract work was completed May 15, 1973 and contractor has been released. * Original Bridge Construction Contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization *	$ 359,310.64	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $7,833 for work under this order *	$ 359,310.64	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: Gerald Inloes
Resident Engineer

Approval Recommended: [illegible]
Asst. Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: C V Kiesey
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

FORM R-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 20, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM T. W. Litchfield
REGION OPERATIONS ENGINEER

Routing: Keasey, Bond, Jackmond, Hardt, Johnsen, Walker, Glenn, Berg

RECEIVED
SEP 21 1973
CONSTRUCTION SECTION

SUBJECT Blind Slough (Barendse Rd.) Bridge
FAS 757 - Clatsop County
Project S-398(3)
Contract # 7816

You will find attached copies of the correspondence which summarize the bids received for the construction of the log boom on the above captioned project which was requested by the County approximately 6 months ago. This was detailed in my letter to you dated April 25, 1973.

In that letter I indicated there were contingencies remaining in the project of $12,654.45. I do not have available the final figures but it appears that we have ample funds available to cover the low bid submitted by Bergerson Enterprises of $7,833.

We recommend this bid be awarded to Bergerson Enterprises and that they be authorized to proceed with the work at an early date. We also request advise of the proper document to use to accomplish this work. It would appear that it should be handled on a price agreement with appropriate explanation. Your advise in this regard is solicited.

As a point of information, the prime contractor for the project, Target Dredging & Pile Driving Company, was offered an opportunity to bid, but declined. Your expedited handling of this matter would be very much appreciated.

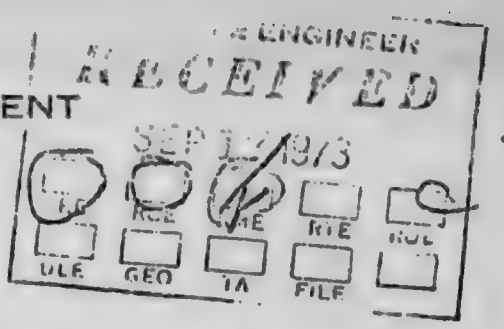
TWL:lb

CC: W. J. Hart
H. S. Cox
G. Inloes

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
Sept. 14, 1973



SUBJECT: Blind Slough (Barendese Rd.) Bridge
Log Boom Installation

T.W. Litchfield
Region Operations Engineer
Salem

Attached are copies of bids received for the subject log boom installation.

Bergerson Enterprises - $7,833.00
Coast Marine Const., Inc. $9,600.00

I recommend that the low bidder, Bergerson Enterprises, be given this work. I have the concurrence of Clatsop County Engineer Harold Olsvick. My estimate for this work on April 24, 1973 was $6,959.20 and was revised July 7 to $9,500.00. This revision was made to allow for rising costs of lumber products.

Assuming that all the required permits for this work have been acquired, FHWA approval is in order.

I question the procedure for payment for this work. Price Agreement? Order for Extra Work? Contract No.? The original authorization for the bridge construction contract, has adequate moneys available to perform this work.

The contractor is anxious to order his logs before any price increase, so anything we can do to expedite the award of this work will be appreciated.

Gerald Inloes
Resident Engineer

NSTRUCTION, INC. Environmental Systems — Ecological Methods — General Contracting

1656 JEROME AVE.
P.O. BOX 297
ASTORIA, OREGON 97103
503/325-7177

2041 S.W. 58TH
SUITE 206
PORTLAND, OREGON 97221
503/292-9101

September 7, 1973

Oregon State Highway Division
Astoria, Oregon 97103

Gentlemen:

In reply to your request we offer the following proposal to construct the Log Boom you require at the Blind Slough Bridge.

We will furnish all materials, labor and equipment to construct the Log Boom, as shown on your plans, for the lump sum of $9,600.00.

Very truly yours,

L. F. LaRouche
Vice President

LFL:jt

RECEIVED
SEP 10 1973
GARELD INLOES
RESIDENT BRIDGE ENGINEER

RECEIVED
SEP 10 1973
DISTRICT ENGR., ASTORIA

Shop: (503) 325-7163
24 HOUR SERVICE

ersonEnterprises
3391 Irving Ave. Astoria, Oregon 97103

Sept. 5, 1973

Mr. Gareld Inloes,
Resident Bridge Engineer
Oregon State Highway Division
P.O. Box 1104
Astoria, Oregon 97103

Re: Log Boom Installation at Blind Slough (Barendse Rd.)
Bridge Clatsop, County.

I respectfully submit a lump sum bid of $7,833.00(Seven Thousand Eight Hundred and Thirty Three Dollars) to construct Log Boom as per your specifications, which includes all labor, material and equipment.

Respectfully,
/Darryl D. Bergerson
Darryl D. Bergerson, Owner
Bergerson Enterprises

RECEIVED
SEP 1[illegible] 1973
GARELD INLOES
RESIDENT BRIDGE ENGINEER

FAS 757
Clatsop Co

Salem, Oregon
October 24, 1973

Mr. Gareld Inloes
Resident Bridge Engineer
P.O. Box 1104
Astoria, Oregon 97103

Protective Log Boom
Blind Slough (Barendse Road) Bridge Section
FAS 757, Clatsop County
Project BRS-S-398(3)

This is to verify our telephone conversation today that no charges or work can be charged to the log boom portion of this project prior to approval by the FHWA.

The FHWA feels they must give their official approval of this added work on this project because this is a new item not referred to in the original project request, and the work is to be done by another contractor.

I hope to get this approval from FHWA next week and will let you know.

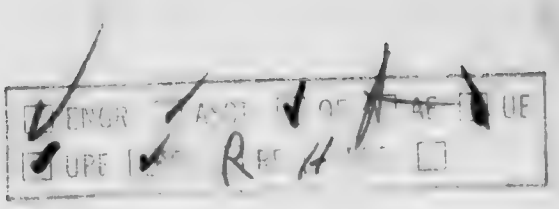
H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:mm

cc: J. A. Bond
C. O. Fredrickson



7816

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 24, 1973

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Blind Slough (Barendse Rd.) Bridge
FAS 757
Clatsop County
Contract 7816
Log Boom - Coast Guard Permit

I checked with Mr. Ed Shields of the Coast Guard office in Seattle regarding the status of the Coast Guard Permit for installation of a log boom at the subject project.

A Public Notice (No. 73-N-11) regarding this installation was published by the Coast Guard on June 4, 1973.

Mr. Shields informed me that the permit is being processed and will not be completed for approximately two more months. There is no guarantee that issuance of the permit will not take longer than this.

RWE/ag

cc E. S. Hunter
C. T. Keasey
D. H. Moehring
C. O. Fredrickson
G. Inloes

NOTED
E. S. HUNTER

RECEIVED
SEP 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FAS 757
Clatsop Co

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 20, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

ORIGINAL SIGNED BY
T. W. LITCHFIELD

FROM T. W. Litchfield
REGION OPERATIONS ENGINEER

SUBJECT Blind Slough (Barendse Rd.) Bridge
FAS 757 - Clatsop County
Project S-398(3)
Contract #'7816

You will find attached copies of the correspondence which summarize the bids received for the construction of the log boom on the above captioned project which was requested by the County approximately 6 months ago. This was detailed in my letter to you dated April 25, 1973.

In that letter I indicated there were contingencies remaining in the project of $12,654.45. I do not have available the final figures but it appears that we have ample funds available to cover the low bid submitted by Bergerson Enterprises of $7,833.

We recommend this bid be awarded to Bergerson Enterprises and that they be authorized to proceed with the work at an early date. We also request advise of the proper document to use to accomplish this work. It would appear that it should be handled on a price agreement with appropriate explanation. Your advise in this regard is solicited.

As a point of information, the prime contractor for the project Target Dredging & Pile Driving Company was offered an opportunity to bid, but declined. Your expedited handling of this matter would be very much appreciated.

TWL:lb

CC: W. J. Hart
H. S. Cox
G. Inloes

RECEIVED
COUNTY & CITY SECTION
SEP 21 1973
☑ ENGR. ☐ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

7816

July 9, 1973

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On June 28, 1973, we wrote to you concerning release of final payment on Contract No. 7816 awarded to Target Dredging and Piledriving Co. and R. E. Bruce for work on the Elmi Slough (Barendse Road) Bridge Section of the FAS Route 757 in Clatsop County.

Final payment on this contract is $14,570.85 and the total contract amount is $293,118.34 including $1,701.25 for work performed under force account.

Very truly yours,

C. A. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

td
cc Target Dredging and Piledriving Co.
and R. E. Bruce
P. O. Box 17278
Portland, Oregon 97217

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O Fredrickson

7816

June 27, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7816, Work Completed May 15, 1973

Project Blind Slough (Barendse Rd.) Bridge

Highway FAS Route 757, County Clatsop

Type of Work Grading and Structure

Contractor Target Dredge & Pile Driv. Co. & N. E. Brusco

Recommended Acceptance Date June 26, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 10, 1973 for your formal concurrance.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7814

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

RECEIVED
STATE HWY ENGR
JUN 11 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3271
Ser 397
4 June 1973

In reply refer to
Proposed log boom protection
At Blind Slough Bridge
Nr. Brownsmead, Oregon

NOTED
E. S. HUNTER

PUBLIC NOTICE NO. 73-N-11

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from Oregon State Highway Division for Clatsop County, Oregon, for approval of plans and location to install protective log booms in a navigable waterway, as follows:

WATERWAY AND LOCATION

Blind Slough at Mile 2.0, near Brownsmead, Oregon

CHARACTER OF WORK

Install log booms on both up and downstream sides of the existing bridge at this location. Booms will extend from each shore out to the existing wing walls at the edges of the main navigation span. Booms will be installed to prevent damage to the structure and to assist in the removal of drift.

Navigation clearances of the main navigation span will not be impaired or reduced by the proposed log booms.

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the proposed log booms will be granted rests upon the effects of the log booms on navigation and on the human environment. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc. will be made a part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The applicant submitted a Negative Declaration of environmental impact on 8 February 1971. The declaration was made in relation to construction of the existing bridge which was completed 1 May 1973. The original Negative Declaration is considered applicable to this application and is on file at this office.

NOTED
A. E. JOHNSON

4 June 1973

P/N No. 73-N-11
Blind Slough Bridge
Proposed Log Boom Protection

SOLICITATION OF COMMENTS

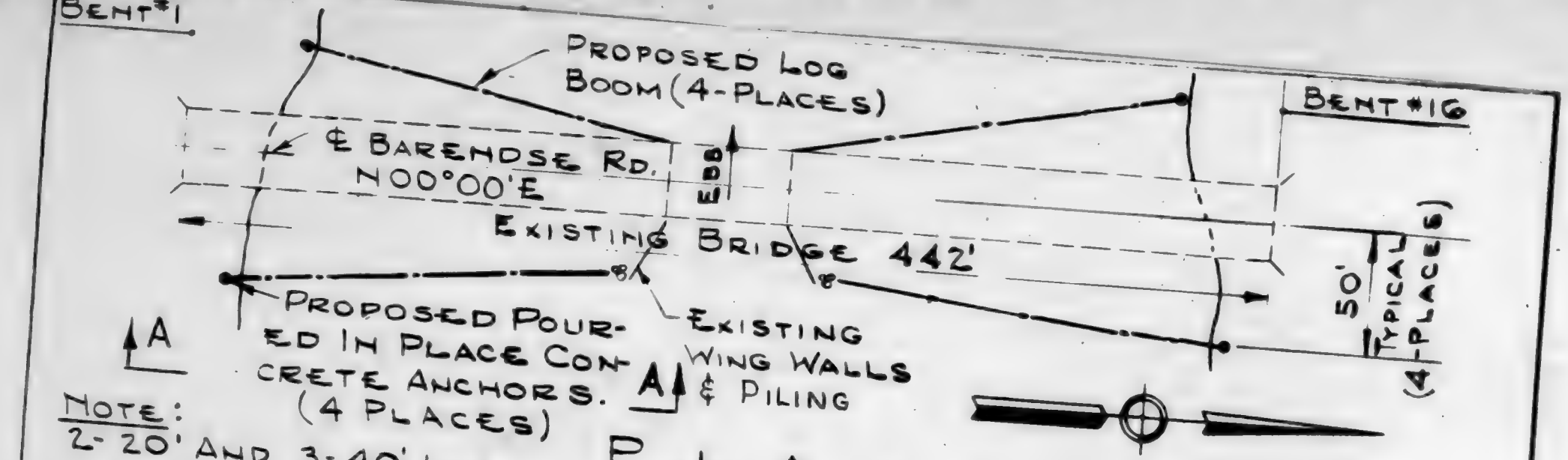
Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of the navigation clearances, and effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618 Second Avenue, Seattle, Washington 98104, through 9 July 1973.

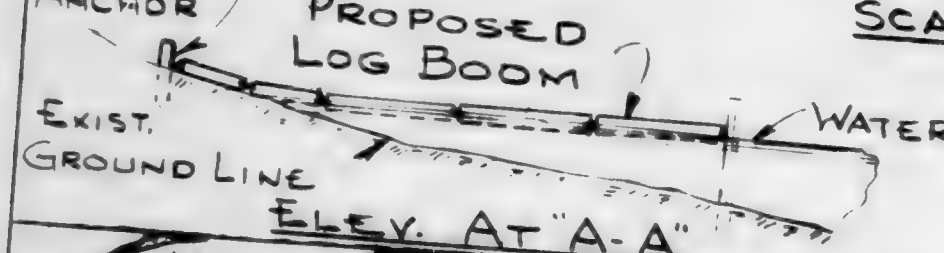
This Notice consists of 2 pages, 2 sheets of drawings of the proposed log booms, and 1 sheet Public Notice of Oregon Department of Environmental Quality.

Robert A Duin

ROBERT A. DUIN
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl: (1) Drawings - 2
(2) P/N Or Dept Env.Quality





VICINITY MAP

HYDRAULIC DATA		
	DESIGN FLOOD	MAX. FLOOD YR. 1967
DISCHARGE C.F.S.	2300	—
FREQUENCY-YRS	50	—
H.W. ELEVATION NATURAL CHANNEL	10±	10± (±)
VELOCITY F.P.S.	1 (-)*	—

* MAX. AT EBB TIDE

APPLICATION BY
CLATSOP COUNTY
ASTORIA, OREGON
LOG BOOM AT EXISTING BLIND SLOUGH BRIDGE
LOCATED IN SECT. 3, T8NR7WWM
MAY 1973

SHEET #1

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205
Phone 229-5256

4 June 1973

TOM McCALL
GOVERNOR

Diarmuid F. O'Scannlain
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

Proposed log boom protection
At Blind Slough Bridge
Nr. Brownsmead, Oregon

PUBLIC NOTICE
BRIDGES

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 401 of the Federal Water Pollution Control Act Amendments of 1972 Public Law 92-500 has been requested to certify that there is reasonable assurance that the project described in Public Notice No. 73-N-11 issued by Commander, Thirteenth Coast Guard District in Seattle, will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the Department of Environmental Quality, 1234 S.W. Morrison Street, Portland, Oregon 97205.

7816

504-1010

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

May 30, 1973

Mr. Gary Inloes
State Bridge Engineer
Oregon State Highway Department
705 West Marine Drive
Astoria, Oregon 97103

Re: Blind Slough Bridge
FAS 757 Contract 7816

Dear Gary;

I have recommended to the Board of County Commissioners that the Blind Slough Bridge and approaches be accepted as being completed and they have agreed to same.

Please accept this letter as official acceptance of the Blind Slough Bridge and approaches as being completed and acceptable to Clatsop County.

Yours Truly,

John Dooley

John Dooley, Roadmaster

cc: Programming w/attach
Construction "
County - City "
Secretary ✓ "

NOTED
C. W. HEAD

JD/jc

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

May 30, 1973

To: The Honorable Board of Commissioners

RE: F.A.S. 757 - Contract #7816 - Blind Slough Bridge

Dear Sirs:

Mr. Harold Olsvick and myself, having inspected the Blind Slough Bridge and approaches found them completed and acceptable to the Clatsop County Road Department.

Yours truly,

John Dooley

John Dooley, Roadmaster

APPROVED May 30 1973
BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

BY [illegible]
COMMISSIONER

David W. Negstad
COMMISSIONER

COMMISSIONER

JD/jc

7816

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Blind Slough (Barendse Rd.) Bridge		WEEK ENDING: May 25, 1973
		SECTION PREFIX: 504-1010
HIGHWAY: FAS 757		COUNTY: Clatsop
NAME OF JOB: Blind Slough Bridge	KIND OF WORK: Grading & Structure	
CONTRACTOR: Target Dredging & Piledriving & R. E. Brusco	CONTRACT NUMBER: 7816	FEDERAL AID PROJECT NUMBER: EHS-S-398(3)
DATE OF CONTRACT: Sept. 25, 1972	DATE WORK STARTED: October 11, 1972	COMPLETION DATE: May 15, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 177
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98%
PROJECT AUTHORIZATION: $ 359,310.64		
EXCLUSIVE OF ENGINEERING: $ 330,819.05	ENGINEERING AUTHORIZATION: $ 28,491.59	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 330,819.05	ENGINEERING COST TO DATE: $ 28,450.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: May 15, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.2				
MILES PARTIALLY COMPLETED	0.2				
MILES COMPLETED	0.2				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	29,600				
TOTAL QUANTITIES CORRECTED TO DATE	22,203				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	22,203				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY: 1					
HOURS PER SHIFT: 8					

EQUIPMENT USED DURING THE WEEK: 1 Boom Truck, 1 Flatbed Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	20	Showers	0		Project complete except for final cleanup.
MONDAY	21	Clear	0		" " " " " "
TUESDAY	22	Showers	0		" " " " " "
WEDNESDAY	23	Rain	0		" " " " " "
THURSDAY	24	Showers	0		Final cleanup complete.
FRIDAY	25	Ptly Cloudy	0		" " "
SATURDAY	19	Cloudy	0		Project complete except for final cleanup.

MAY 29 1973

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

MAY SUNDAY 20	No work.
MONDAY 21	No work.
TUESDAY 22	No work.
WEDNESDAY 23	Disposed of debris on dike, south side of project. Final cleanup work was performed and completed today.
THURSDAY 24	No work.
FRIDAY 25	No work.
SATURDAY 19	No work.

REMARKS

All contract work was completed on May 15 and final cleanup was complete on May 23, 1973.

Clatsop County has requested a bridge protection log boom be installed at bridge. This work will probably be handled through this office by State Force Order after all required permits have been secured.

It is expected that the Semi-Final will be submitted by June 1, 1973.

This is the FINAL REPORT.

SIGNED Gerald Jukes LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Blind Slough (Barendse Road) Bridge Sec. Contract No. 7816

Highway FAS Route 757 Prefix No. 504-1010

County Clatsop F.A. No. ~~EHS-~~-398(3) 2 EHS-S-398(3)

Final inspection made on 5-17-73 By T. W. Litchfield

in company with Gerald Inloes, RESIDENT ENGINEER; John Reed, INSPECTOR, OSHD; Paul V. Riedl, AREA ENGINEER, FHA; John Dooley, COUNTY ROADMASTER; Harold Olsvick, COUNTY ENGINEER, CLATSOP COUNTY; Les Yost, Partner, and Mel Childres, SUPERINTENT, Target Dredging and Pile Driver Company and R. E. Brusco.

CHECK LIST

Date		Date	
5-15-73	Construction signs removed	4-26-73	Opened to traffic
N/A	Salem Office notified to rescind construction speed zone	6-7-73	Regional Materials Certification submitted
5-15-73	Contractor removed equipment from project		
6-7-73	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

General appearance and riding quality of the job are good. The County has yet to place the asphaltic concrete wearing surface on the project. Log booms on each side of the structure will be installed at a future date by County forces upon receipt of approval from appropriate governmental agencies.

RECEIVED
COUNTY & CITY SECTION
JUN 13 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 6-12-73. The semi-final estimate was submitted on 6-7-73.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - D. H. Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - C. O. Fredrickson
Res. Engineer - Gareld Inloes
Dist. Engineer - E. L. Everton
State Parks Supt - Dave Talbot
Reg. Parks Supt. - Cliff Lenz

Copies sent to all named _____

T. W. Litchfield Reg. Operations Engr.
(Signed) (Title)

7816

May 10, 1973

Commander (OAN)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington

7816

Dear Sir:

Bridge Across Blind Slough
Near Brownsmead, Oregon
Clatsop County
Log Booms
Bridge No. 1138A

The work of replacing the Blind Slough Bridge near Brownsmead, Oregon, as covered by U.S. Coast Guard Bridge Permit Nos. 24-71A and 24-71B, has been completed.

In order to prevent drift from becoming lodged and entangled in the bracing for the structure, it is necessary that log booms be placed extending from each edge of the main span to the shore. These booms will catch the drift and allow its easy removal from the site. They will prevent driftwood from damaging the structure and reduce the maintenance cost of drift removal from the site.

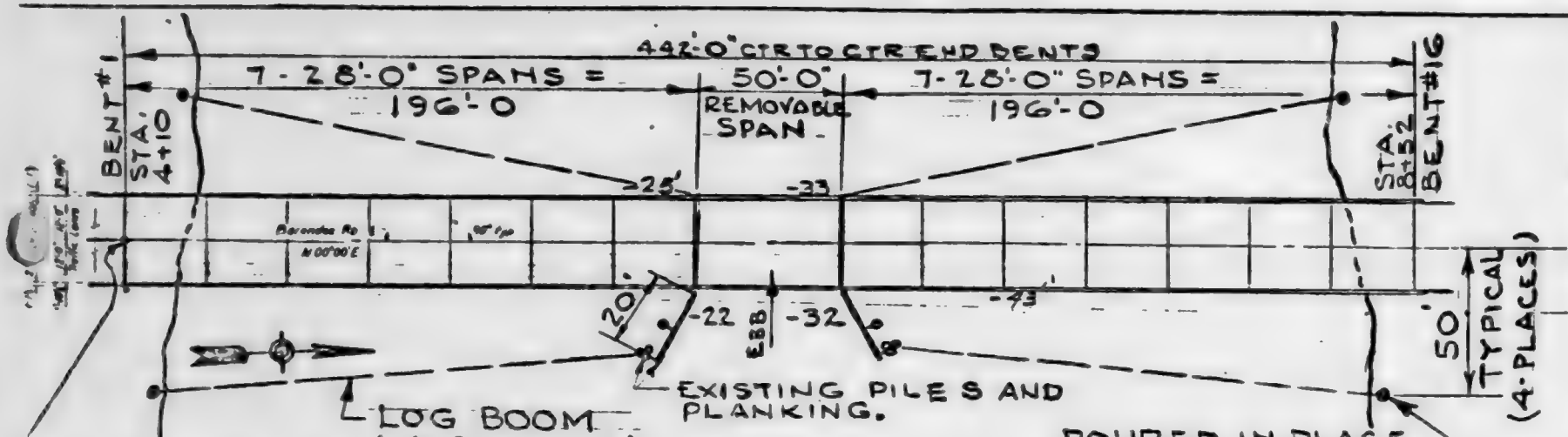
Attached is a reproducible and three copies of Sheets 1 and 2 showing the location of the log booms.

Your approval of the installation of these booms is requested.

Very truly yours,

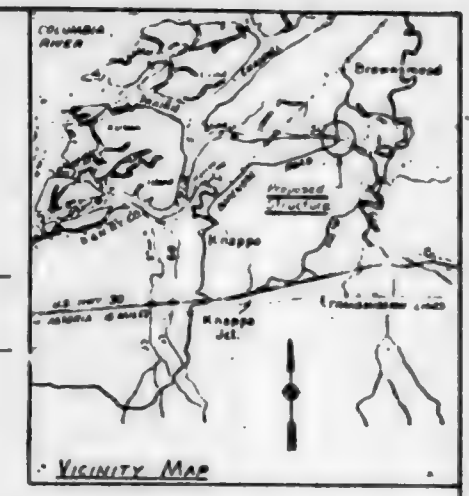
E. S. Hunter
Assistant State Highway Engineer

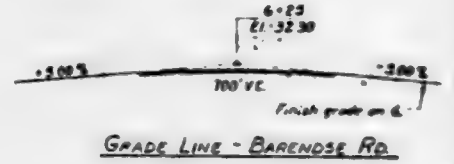
Attachments
RWE:ag jf
bc: F. B. Klaboe
A. E. Johnson
Walt Hart
C. T. Keasey
H. S. Cox
C. O. Fredrickson
G. Inloes



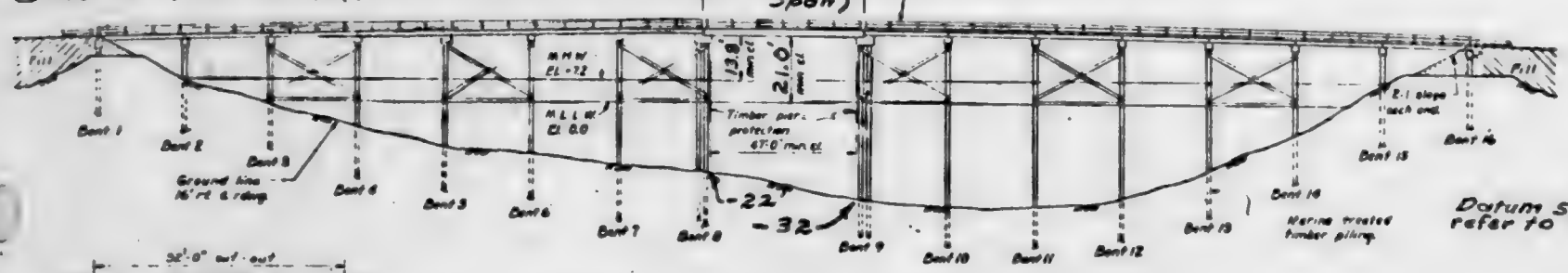
PLAN

TIE END OF BRIDGE IS 1024 FT. NORTH AND 1372 FT. EAST OF SECT. CORNER 3, 4, 9, & 10 T8N R7W W.M.





Grade Line - Barendse Rd.

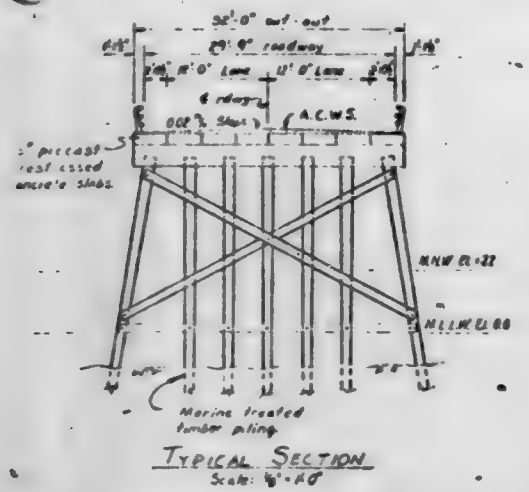


Datum shown refer to USCGS.

ELEVATION

0 25 50 75 100
Scale in Feet

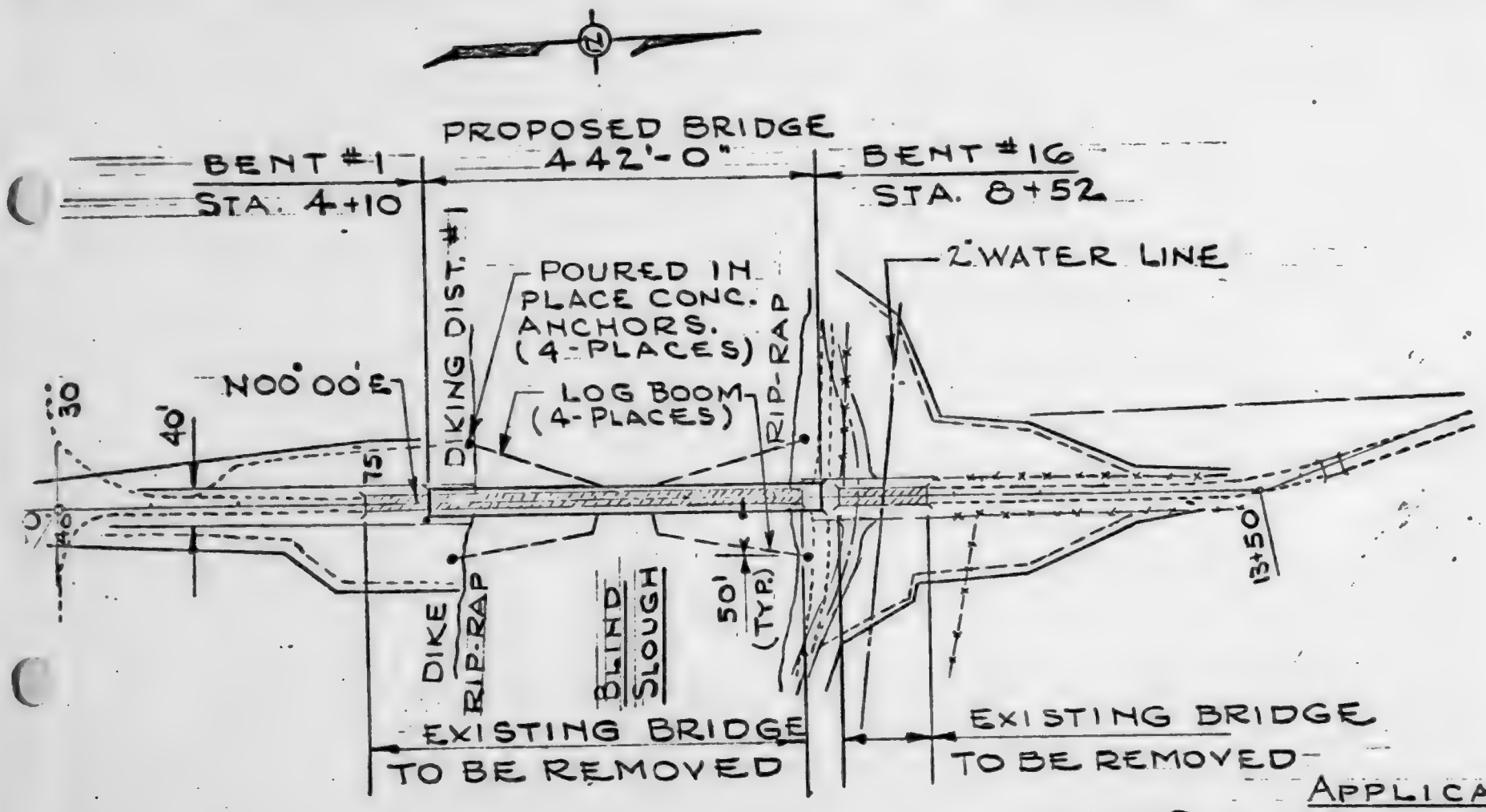
*MAX. AT EBB TIDE



Typical Section
Scale: 1/8"=1'-0"

HYDRAULIC DATA		
	DESIGN FLOOD	MAX. FLOOD YR 1967
DISCHARGE - C.F.S.	2300	—
FREQUENCY - YRS.	50	—
H.W. ELEVATION NATURAL CHANN.	10±	10± (±)
VELOCITY - F.P.S.	1(-)*	—

Application by
CLATSOP COUNTY
ASTORIA, OREGON
Blind Slough Bridge
Plan & Elevation
Sheet 1 of 2 sheets
Located in Sec 3, T8N R7W WM
MAY, 1973



APPLICATION BY
CLATSOP COUNTY
ASTORIA, OREGON
BLIND SLOUGH BRIDGE
LOG BOOM
SHEET 2 OF 2 SHEETS
LOCATED IN SECT. 3, T8N R7WWM
MAY 1973

Clatsop Co.
FHS 757

May 10, 1973

Mr. D. M. Basgen
Chief, Engineering Division
Department of the Army
P.O. Box 2946
Portland, Oregon 97208

RECEIVED
COUNTY & CITY SECTION
MAY 11 1973
ENGR. COOR. CE AE UE
OPE CE RE RPE

Dear Mr. Basgen:

This is in reply to your letter of February 12, 1973.

As far as the Clatsop County Drainage District No. 1 Board of Directors is concerned, the cracks in the road surface on the north Blind Slough levee have been repaired.

Sincerely yours,

CLATSOP COUNTY DRAINAGE DISTRICT NO. 1

Elton Anderson, Chairman

Don Miller, Secretary

Steve Smiley

cc: Oregon State Highway Division

To: Region II

7816

March 8, 1973

Commander (oan)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington

Dear Sir:

Bridge Across Blind Slough
Near Brownsmead, Oregon
State Contract 7816
Bridge Permit 24-71a
Repair of Existing Wingwalls

On June 14, 1972, the Oregon State Highway Division (acting as agent for Clatsop County) applied for a revision of Bridge Permit No. 24-71 for the subject structure. On July 26, 1972, you issued Permit No. 24-71a covering the revised structure.

The drawings covering the permit application did not show the existing timber wingwalls which extend upstream from the structure on each side of the main channel. These wingwalls serve to guide navigation through the main span and have been in-place several years. They consist of timber piles with timber lagging attached to them and to the outside bridge foundation piles.

Inspection of these wingwalls during the process of constructing the replacement bridge indicates that they also need replacement. Replacement will be made with the same material (timber piles and lagging) and at the same location.

Attached is a reproducible and three copies of revised sheet 2 of 3 of the permit drawings to which the wingwalls have been added.

It is requested that you approve this work as a replacement-in-kind of existing walls as part of the present bridge replacement work, and substitute the attached drawing for sheet 2 of the existing permit.

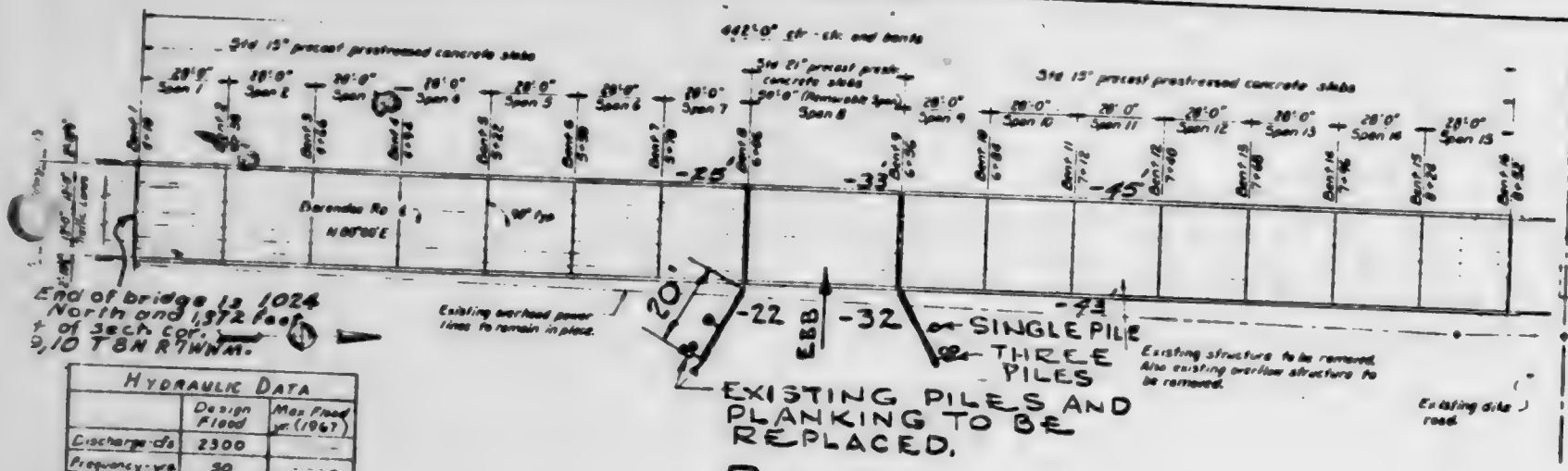
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

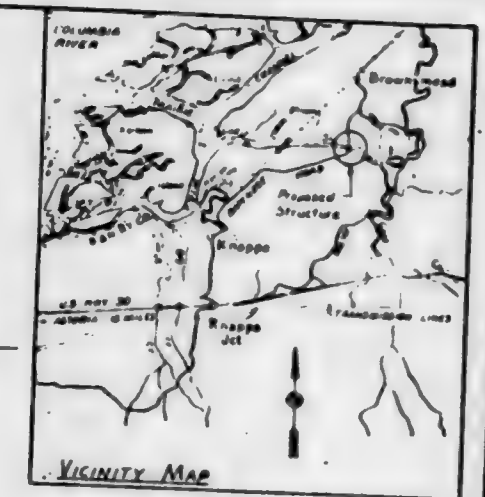
Attachments

RWE:ag jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
C. T. Keasey
H. S. Cox
C. O. Fredrickson
G. Inloes


Std 15° precast prestressed concrete slabs
448'-0" str. - ctr. end bents
Std 21° precast prestressed concrete slabs
20'-0" Removable Span 8
Std 15° precast prestressed concrete slabs
Barendse Rd
N 88°30'E
End of bridge is 1024 North and 1,372 Feet of Sec. Cor. 9,10 T8N R7WWM.
Existing overhead power lines to remain in place.
20'
-22
-32
-45
E&B
SINGLE PILE
THREE PILES
EXISTING PILES AND PLANKING TO BE REPLACED.
Existing structure to be removed. Also existing overflow structure to be removed.
Existing dike road

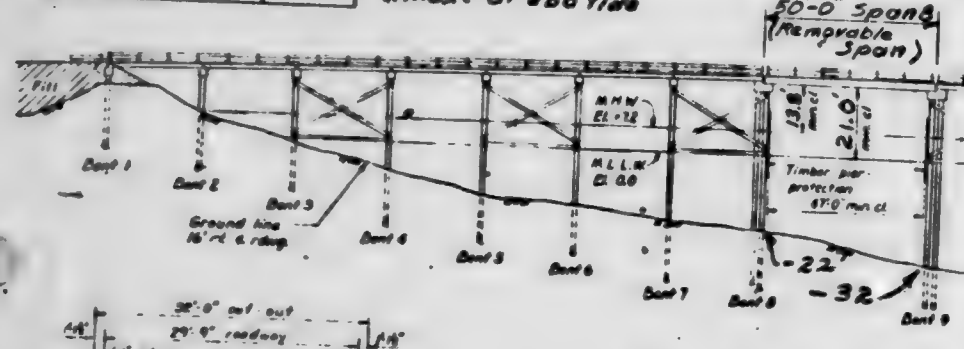
PLAN



VICINITY MAP

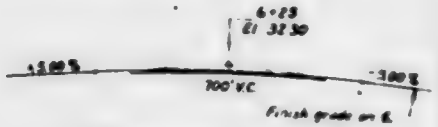
HYDRAULIC DATA		
	Design Flood	Max Flood yr. (1967)
Discharge - cfs	2300	—
Frequency - yrs	50	—
H.W. Elevation Natural Channel	10.8	10.8 (1)
Velocity - f.p.s.	11-1/2	—

* Max. of ebb tide

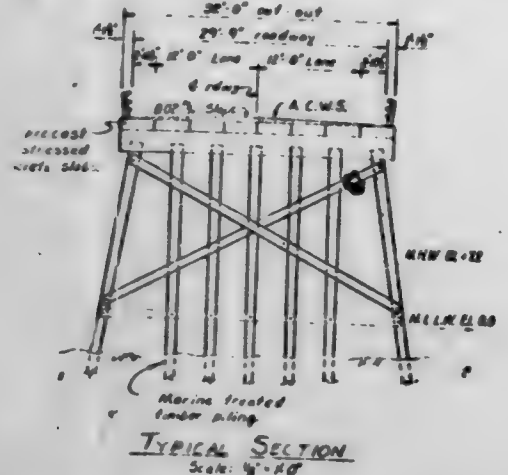


ELEVATION

0 25 50 75 100
Scale in Feet



GRADE LINE - BARENDSE RD.

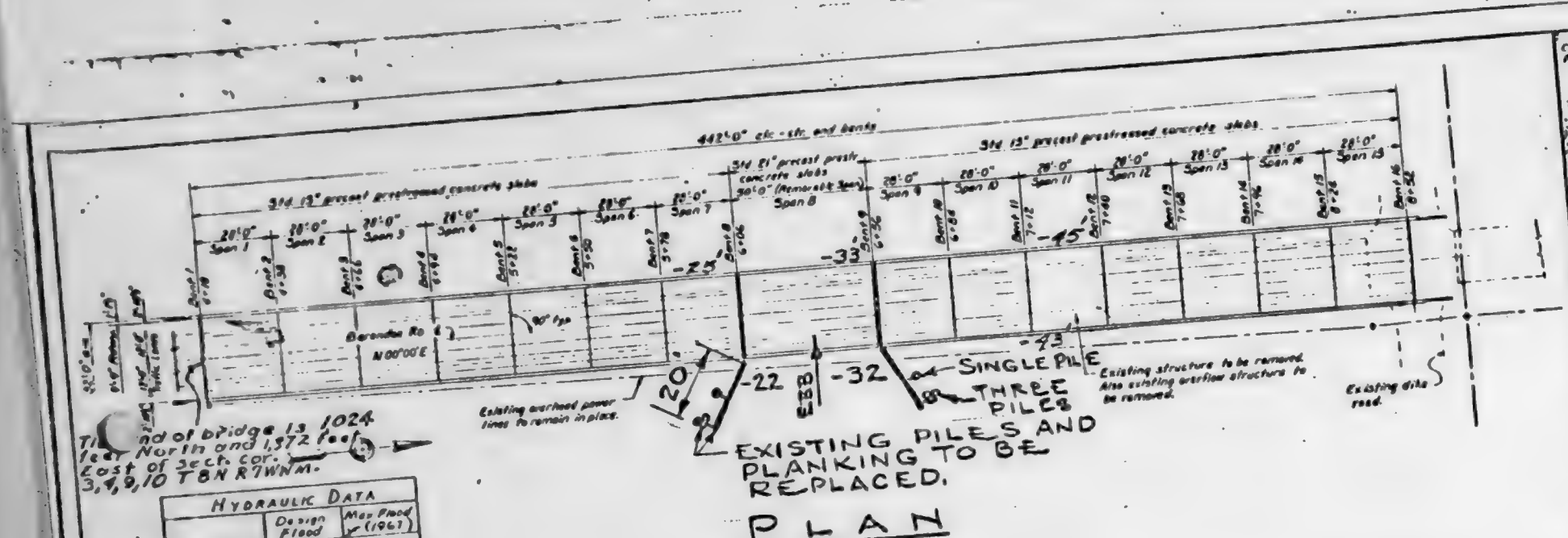


TYPICAL SECTION
Scale: 1/4"=1'-0"

Application by
CLATSOP COUNTY
ASTORIA, OREGON
Blind Slough Bridge
Plan & Elevation
Sheet 2 of 3 sheets.
Located in Sect 3, T8NR7WWM

Dec, 1970

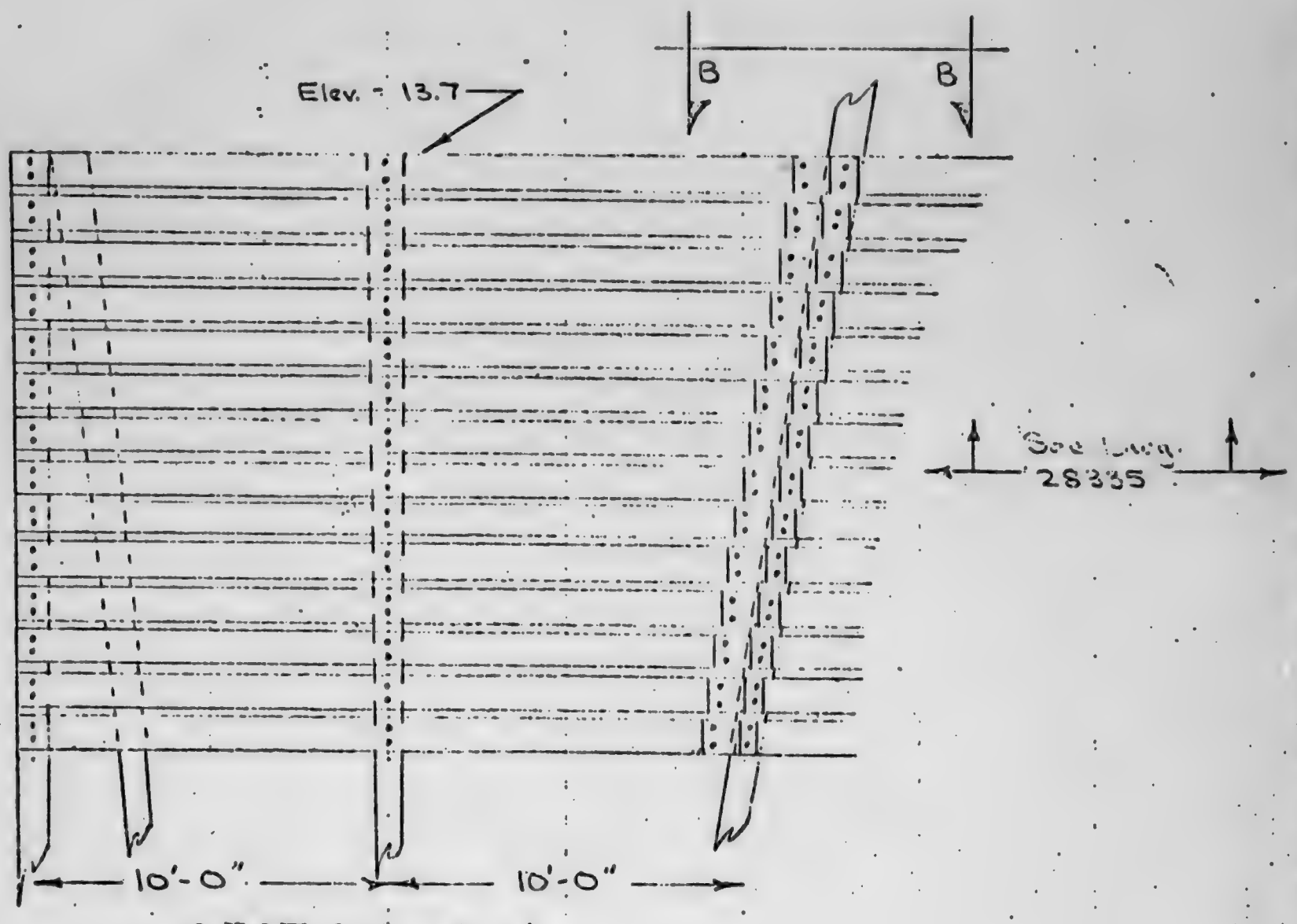
Revised June 1972
REVISED MARCH 1973



Application by
CLATSOP COUNTY
ASTORIA, OREGON
Blind Slough Bridge
Plan & Elevation
Sheet 2 of 3 sheets.
Located in Sect. 3, T8NR7WWM

Dec, 197

Revised June 1972
-REVISED MARCH 1973

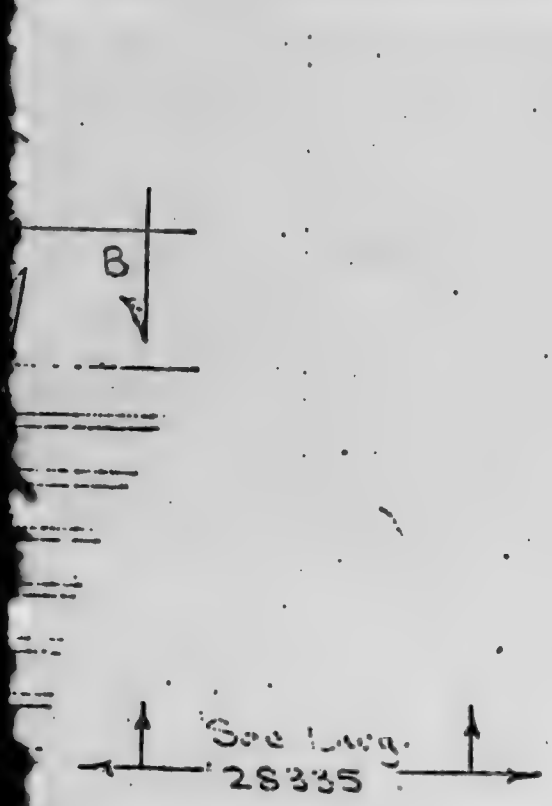


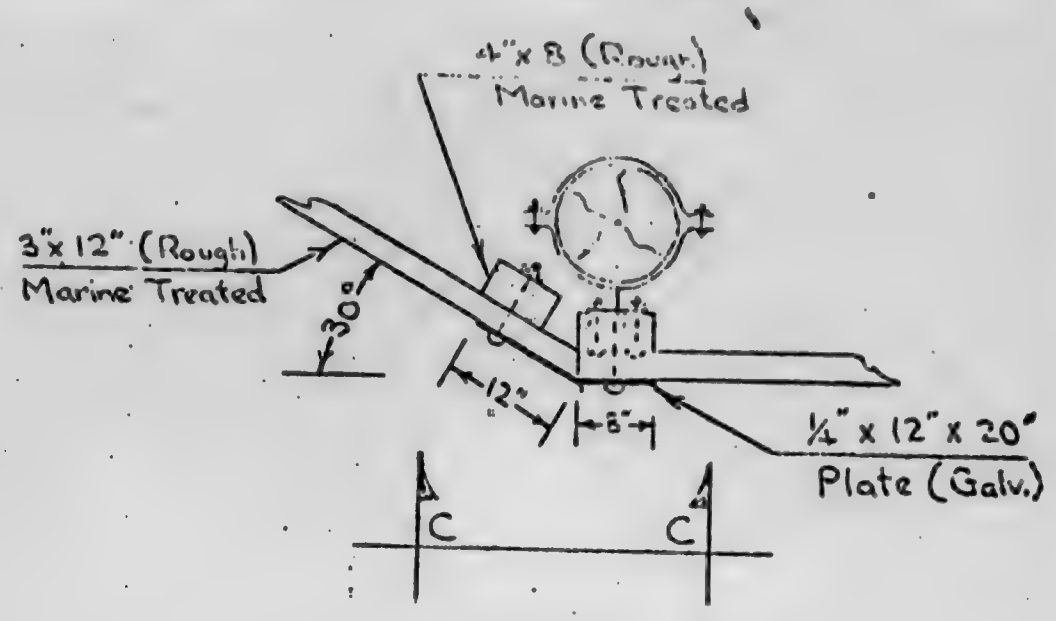
SECTION A-A

Sheet E-1

Scale: 1" = 5'

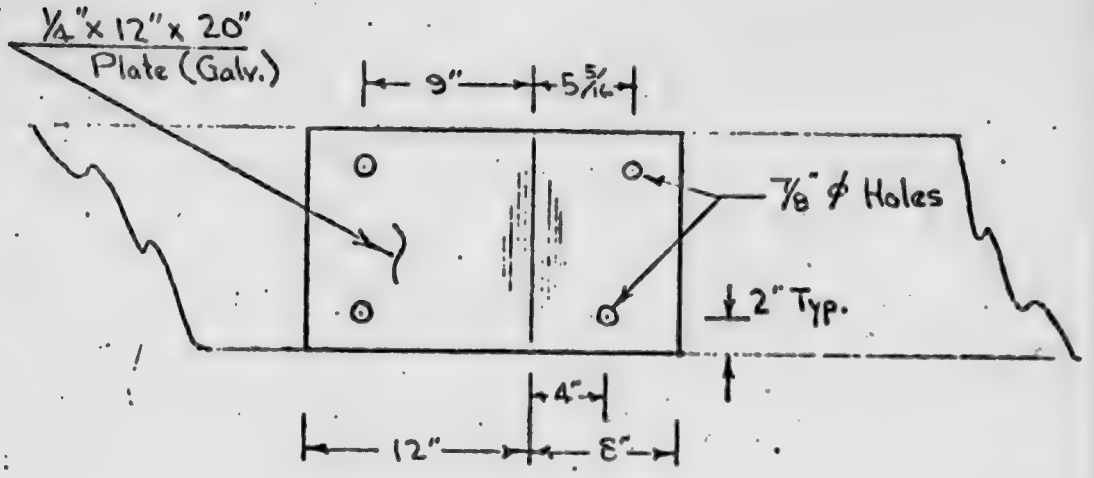
Note: See Note On Drwg. No. E-1.





SECTION B-B

Scale : 1" = 2'



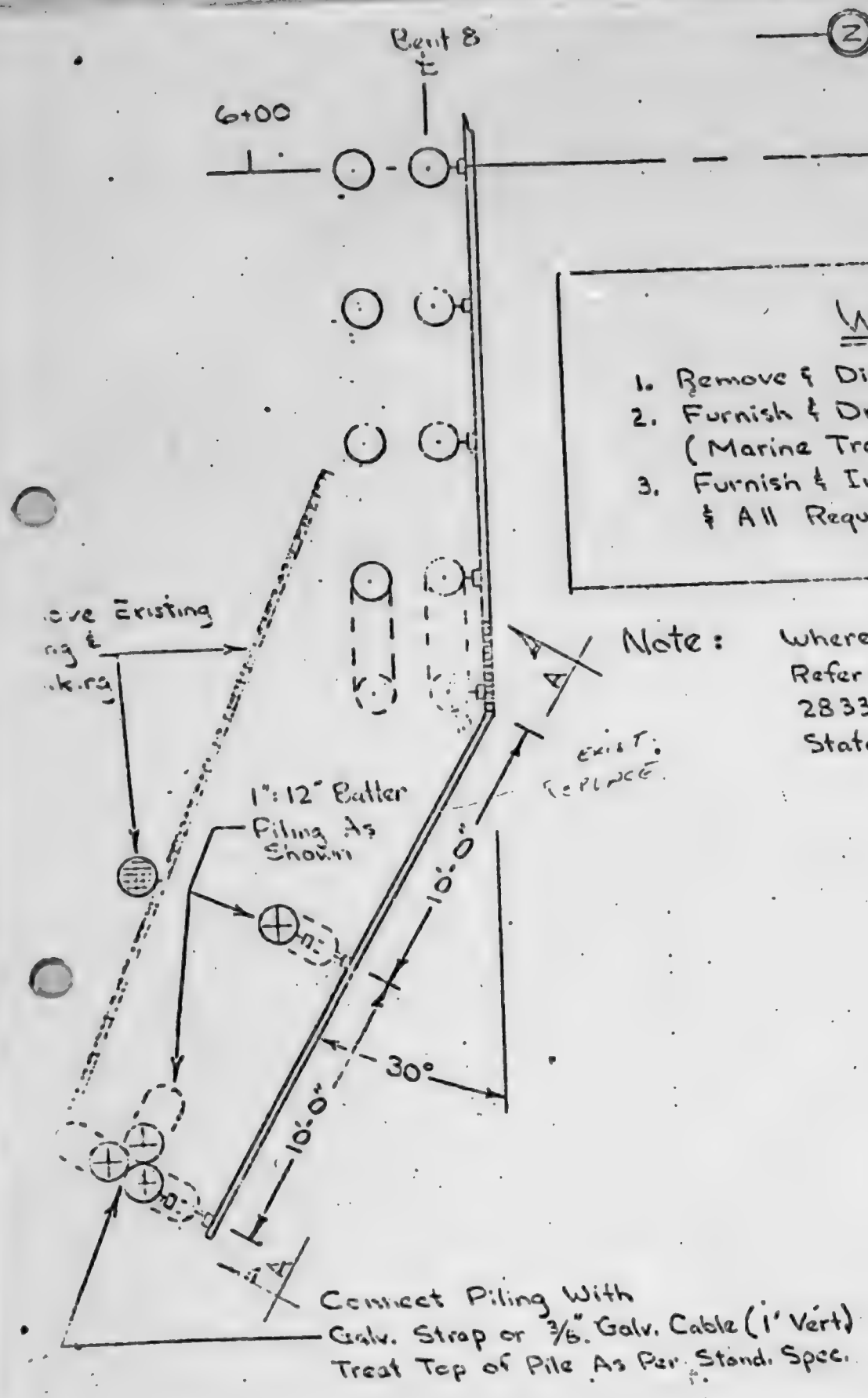
SECTION C-C

Scale: 1" = 1'

te On Drwg. No. E-1.

RECEIVED
FEB 28 1973
BRIDGE DIVISION

OREGON STATE HWY DIVISION
Res. Bridge Engr. : G. Inloes
Blind Slough (Barendse Rd.) Bridge
LIFT-SPAN WING WALL
Date : Feb. 22, 1973



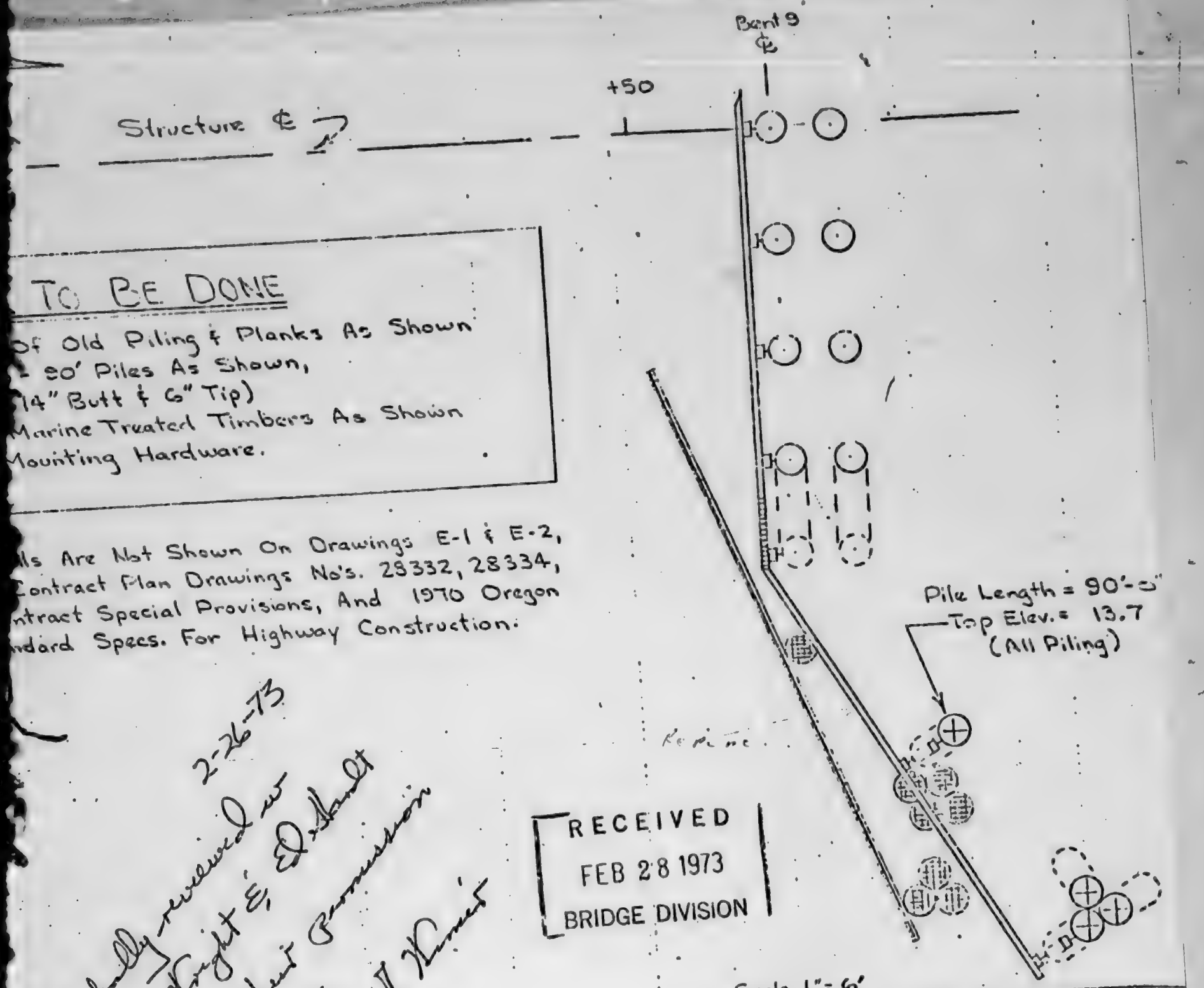
WORK TO BE DONE

1. Remove & Dispose Of Old Piling & Planks As Sh
2. Furnish & Drive 8 - 80' Piles As Shown,
   (Marine Treated, 14" Butt & 6" Tip)
3. Furnish & Install Marine Treated Timbers As Sho
   & All Required Mounting Hardware.

Note: Where Details Are Not Shown On Drawings
Refer To: Contract Plan Drawings No's. 283
28335, Contract Special Provisions, And 19
State Standard Specs. For Highway Const

2-26-73
Verbally reviewed w
Bob Knight & Ed Abbott
Seward Unit Commission
to me Juite A. M

cc R



TO BE DONE

of Old Piling & Planks As Shown
- 90' Piles As Shown,
(14" Butt & 6" Tip)
Marine Treated Timbers As Shown
Mounting Hardware.

lls Are Not Shown On Drawings E-1 & E-2,
Contract Plan Drawings No's. 28332, 28334,
ntract Special Provisions, And 1970 Oregon
ndard Specs. For Highway Construction.

Pile Length = 90'-0"
Top Elev. = 13.7
(All Piling)

2-26-73
Verbally reviewed w/
Bob Knight & Ed Hulet
Secured their permission
to negotiate A. Kunz

RECEIVED
FEB 28 1973
BRIDGE DIVISION

cc R R Ellison ✓

Scale 1" = 6'

OREGON STATE HWY. DIVISION
Res. Bridge Engr.: G. Inloes
Blind Slough (Burendse Rd.) Bridge
LIFT-SPAN WING WALL
Date: Feb. 22, 1973
Dwg. E-

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

FOSTER

L. B. FOSTER CO.

7816 REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: MARCH 5, 1973

TO: OREGON STATE HWY. DEPT.
HIGHWAY BLDG.
SALEM, OREGON

#7816

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: TARGET DREDGING & PILE DRIVING & R.E.BRUSCO
JOBSITE BLIND SLOUGH BRIDGE ON FAS ROUTE 757
16 MILES EAST OF ASTORIA, OREGON
in the county of CLATSOP, State of Oregon, and on the order of (contractor) TARGET DREDGING & PILE DRIVING. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 26 day of FEBRUARY 1973, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts
Aileen Roberts
Office Manager

AR/vb
REGISTERED MAIL NO. 399013

JOB: OREGON STATE HWY.DEPT.
SALEM, OREGON
(address)

NOTED
C. W. HEAD

L.B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES

SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

P U B L I C J O B

Through the normal course of business, we would certainly not exercise a lien on your project -- a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

5

RECEIVED
DEC 8 - 1972
FOR FILING

7816

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

FOSTER

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
~~SALES~~ • ~~SERVICE~~ • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: NOV. 24, 1972

TO: OREGON STATE HIGHWAY DEPT.

STATE HIGHWAY BUILDING

SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: BLIND SLOUGH BRIDGE, ASTORIA, OREGON

in the county of MARION AND POLK, State of Oregon, and on the order of (contractor) TARGET DREDGING & R.E. BRUSCO. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 15TH day of NOVEMBER 1972, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

NOTED
C. W. HEAD

AR/vb
REGISTERED MAIL NO. 87538

JOB: OREGON STATE HIGHWAY CEPT.
SALEM, OREGON

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B. C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

P U B L I C J O B

Through the normal course of business, we would certainly not exercise a lien on your project — a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

RECEIVED
OCT 13 1972
FOR FILING

7816

October 12, 1972

Target Dredging and Pile Driving Co.
and Roland E. Brusco
P. O. Box 17278
Portland, Oregon 97217

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7816 for work on the
Blind Slough (Barendse Road) Bridge
Section of FAS 757 in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Gareld Inloes

7816 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-15		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Clatsop
	10-6-72	PROJECT NO. S-398(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Blind Slough (Barendse Road) Bridge Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-7-72	0.271
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 359,300.00	$ 228,370.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. T. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer OCT 6 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration

DATE September 29, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Blind Slough (Barendse Rd.)
Bridge Section
Project No. S-398(3)

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Enc.

DAR:dg

Oregon State Highway Division

Federal Aid Project
No. S-398(3)

BLIND SLOUGH (BARENDSE ROAD) BRIDGE SECTION
CO. FAS 757 IN CLATSOP COUNTY

Salem, Oregon, September 29, 1972

Project Agreement Estimate.

Type Code X080
Blind Slough Br. #11138A (Sta. 0+00 to Sta. 14+28)(Br. Length 442 Feet)

Roadway			
Temporary Protection and Direction of Traffic	All Required		$ 6,970.00
Clearing and Grubbing	All Required		8,375.00
Embankment in Place	29,000 cu.yd.	2.20	63,800.00
Watering	140 M-gal.	5.50	770.00
Guard Rail, Type 2A	325 lin.ft.	7.50	2,437.50
Extra for Guard Rail Bridge Connection	4 only	250.00	1,000.00
Roadside Seeding and Mulching	2 acre	660.00	1,320.00
Structure			
Bridge Removal Work	All Required		15,900.00
Structure Excavation	45 cu.yd.	10.00	450.00
Furnish Treated Timber Piling	10,695 lin.ft.	2.05	21,924.75
Drive Timber Piles	122 only	103.00	12,566.00
Class A Concrete (160 cu.yd.)	All Required		24,480.00
4' x 25'/30' Prestressed Slabs	112 only	846.00	94,752.00
4' x 50'/55' Prestressed Slabs	8 only	1,425.00	11,400.00
Reinforcement (17,300 lbs.)	All Required		3,652.00
Three Tube Metal Railing	908 lin.ft.	22.00	19,976.00
Lumber and Timber, Treated	15 M-fbm	1,400.00	21,000.00
			$310,773.25
Temporary Erosion Control	All Required		$ 5,000.00
On Job Trainee (1 @ $800)	All Required		800.00
			$ 5,800.00
	Subtotal		$316,573.25
	Engr. & Cont.		42,726.75
	Total		$359,300.00

Length of Project - - - - - - - - - 0.271 mile

Federal Funds - - - - - - - - - - - - - -	$228,370.00
State Funds - - - - - - - - - - - - - - -	65,465.00
County Funds - - - - - - - - - - - - - -	65,465.00
Total	$359,300.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7816

Prefix - 504-1010

RECEIVED
FOR FILING
7816

5

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
Don Trout
J. B. Boyd
Gareld Inloes
Wm. Geibel SAIF

September 25, 1972

Target Dredging and Pile Driving Co.
and R. E. Brusco
P. O. Box 17276
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on September 22 accepted your proposal for work on the Blind Slough (Barendse Road) Bridge Section of FAS Route 757 in Clatsop County for the sum of $310,773.25 and referred it to the Administrator of Highways with authority to award the contract as soon as Clatsop County approves the project and deposits $72,000.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7816. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 6, 1972.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 15, 1972

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley

Gentlemen:

On September 14, 1972, a satisfactory bid was received from the Target Dredging and Pile Driving Company and Rawland E. Bruso, 9209 N. Calvert, P.O. Box 17278, Portland, Oregon 97217, for Blind Slough (Barendse Road) Bridge Section, FAS 757. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$310,773.25
Temporary Erosion Control	5,000.00
On-the-Job Trainee	800.00
13¾% Engineering and Contingencies	42,737.39
Estimated Total Cost	$359,310.64

County Advance Deposit:

20% of $359,310.64 = $71,862.13, or say $72,000.00.

This advance deposit in the amount of $72,000 shall, at the request of the Board of Commissioners, be made up of monies transferred from Clatsop County FAS funds to Oregon State Highway funds.

Please indicate your approval of this transfer of funds by placing your signatures in the space provided below, and return one signed copy to this office.

APPROVED 9-18 1972
BOARD OF COMMISSIONERS OF Clatsop COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 25 1972
ENGR. CGOR. GE AE
UPE CE RE RPE UE

HR:ljt

Copy to: L.N.Young
Walt Hait

RECEIVED
AUG 1 1972
FOR FILING

7816

August 14, 1972

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

Attention: Mary Hay
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4534

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of a structure over Blind Slough on the Barendse Road (FAS 757).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(conf. agree. att.)

FAS 757

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

August 8, 1972

Mr. Harold Reynoldson
County City Division
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed are two signed copies of the agreement for the Blind Slough Bridge; the easement for the barrow pit for the Blind Slough Bridge; and right of way certification for the Blind Slough Bridge and the Clifton-Bradwood slide Section.

Hope these meet with your approval.

Sincerely,

Harold M. Olsvick

Harold M. Olsvick,
County Engineer

HMO/jc
Enc.

RECEIVED
COUNTY & CITY SECTION
AUG - 9 1972
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

EASEMENT AND EARTH

REMOVAL AUTHORIZATION

We, the undersigned herein grant unto Clatsop County or its assigns, the right to enter upon and remove from that parcel of land described as Parcel No. 5; Lot 8, Section 2 Township 8 North, Range 7 West, Willamette Meridian, in County of Clatsop, State of Oregon, as described in Book 360, Page 244 Clatsop County record of Deeds, a total not to exceed 30,000 cubic yards of earth and fill material.

In consideration for the removal of any earth and fill material the owners shall be reimbursed in the sum of five ($.05) cents per cubic yard for all material removed; it being understood by and between the parties hereon that the County of Clatsop shall be obligated to remove only such quantity of earth and/or fill material which it shall desire.

The County agrees that all removal of material shall be subject to and meet with the approval of the grantors as to location, elevation and other requirements.

It is further agreed that excavating in borrow pits will be of reasonable uniform depths and widths and excavation will be made so no water will stand or collect in excavated areas. The County also agrees that, upon completion of excavation in borrow sources, slopes will be neatly trimmed to blend with adjacent terrain, covered with native soil if required to support plant growth, and a vegetative cover that will blend with adjacent natural growth established thereon, all at County's expense.

All debris, trees, stumps and other materials encountered in the borrow area shall be removed from the site or otherwise disposed of in a manner satisfactory to the grantors.

It is further understood and agreed by the parties hereto that this easement may be terminated by the grantors

upon _____ days of written notice to Clatsop County through its Board of Commissioners.

DATED this 28th day of June, 1972.

BOARD OF COUNTY COMMISSIONERS
CLATSOP COUNTY, OREGON

By _____ Commissioner

By _____ Commissioner

By _____ Commissioner

~~NANCY E. MAKI~~

~~NORA J. PETROS~~

Dale A. Estes

Copy to: John Oakes
C G Swanson
R N Clemens
J.B. Boyd

RECEIVED
COUNTY & CITY SECTION
AUG - 9 1972
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

August 8, 1972

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

RE: Blind Slough (Barendse Road) Bridge Section
FAS 757
Clatsop County

Dear Mr. Dooley:

This is to inform you that the County's 20% share of the costs for this project are to be made up by transferring the required amount of your Federal Aid Funds to State Highway Funds. This arrangement to transfer these funds to cover the County's 20% share was approved by the Highway Commission the same time the project itself was approved.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:lat

ENGR. COOR. OE AE UE
UPE CE RE PPE

Copy to :- John Oaks
R M Chase
C G Swenson
J. B. Boyd.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

8-7-72

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 757

Project Name
Blind Slough (Barendse Rd.) Bridge Sec.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon,

this 7th day of August, 19 72.

Clatsop County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 10 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

(5/12/70)

TRANSACTION NUMBER 8-18

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-7-72

BY (Signature): MR. L.H. YOUNG'S JULY 26, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1098 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1098	S-398(3)	0.27	450,000	286,000	BLIND SLOUGH (BARENDSE RD.) BRIDGE SECTION. CLATSOP COUNTY	GRADE, DRAIN AND ONE STRUCTURE.

8-9-72

Y-7-72

SIGNATURE NOT NOTED

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED AUG 10 1972 FOR HIGHWAY 7814

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		8-7-72	For G.L.GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
AUG 3 - 1972
FOR

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 559
1 August 1972

7816

Oregon State Highway Division
Attention: Mr. A. E. Johnson
Assistant State Highway Engineer

Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed please find the amended permit No. 24-71a for a replacement bridge across Blind Slough near Brownsmead, Oregon. All conditions of the original permit are still valid. These include advance approval of any falsework and complete removal of the existing bridge.

Please notify this office in advance of the start of work and on completion so the necessary Notice to Mariners can be issued to notify the public of marine construction activity.

A copy of this letter, without bridge permit, is being sent to Clatsop County, the owner of the bridge.

Sincerely,

A C Pearce

A. C. PEARCE
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Copy to: Clatsop County
w/o permit

RECEIVED
AUG 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

AMENDMENT TO BRIDGE PERMIT
(24-71a)

MAILING ADDRESS:
U.S. COAST GUARD
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE:

JUL 26 1972

WHEREAS by a permit issued on 27 April 1971, the Commandant of the Coast Guard approved the location and plans of a bridge to be constructed by Clatsop County across Blind Slough near Brownsmead, Oregon, under authority of the General Bridge Act of 1946;

AND WHEREAS condition 1 of that permit provides that no deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant;

AND WHEREAS - CLATSOP COUNTY - has submitted for approval revised plans for the construction of said bridge;

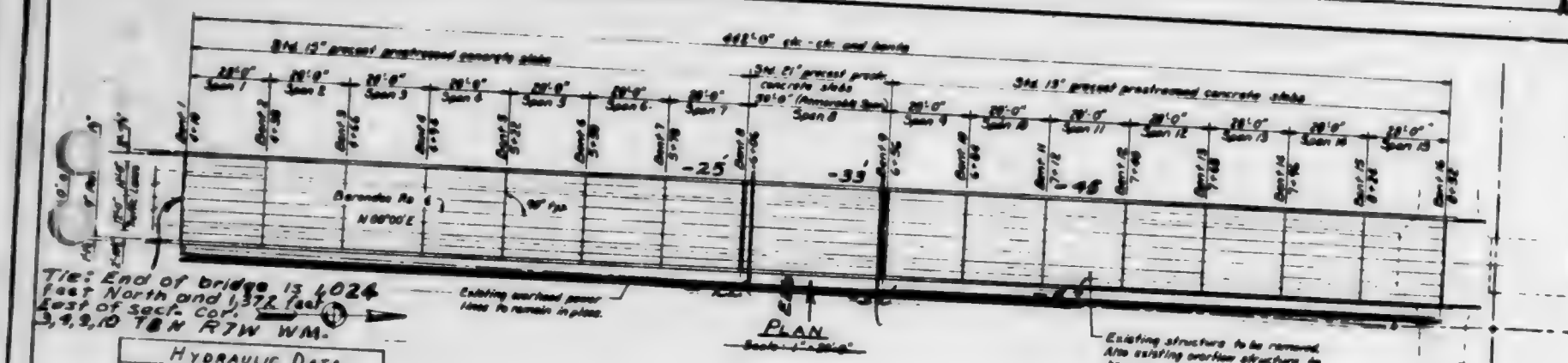
NOW THEREFORE, This is to certify that plan sheet 2 (of 3) revised June 1972 hereby approved supersedes plan sheet 2 (of 2) dated December 1970 attached to the original permit and sheet 3 dated June 1972 hereby approved supplements the approved plans.

In granting this approval, all conditions to which the original permit was subject remain in force.

P. A. YOST
Captain, U. S. Coast Guard
Chief, Bridge Division

RECEIVED
AUG 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

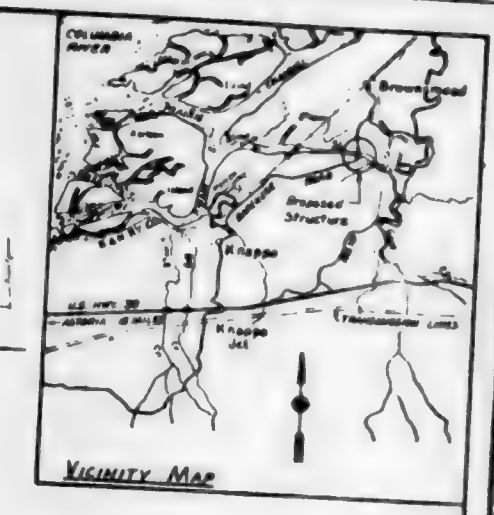


PLAN
Scale: 1" = 50'

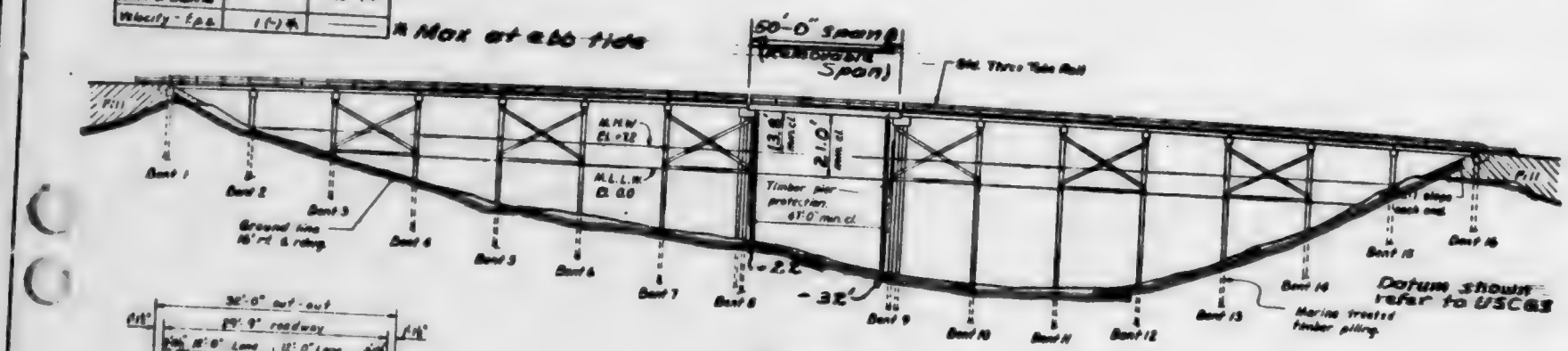
Tie: End of bridge 13,402.4 feet North and 1,372 feet East of Sect. Cor. 3,4,9,10 T8N R7W WM.

HYDRAULIC DATA		
	Design Flood	Max Flood of record (1967)
Discharge-cfs	2300	
Frequency-yrs	50	
HW Elevation Natural Channel	10.8	10.8 (a)
Velocity - f.p.s.	1 (-) *	

* Max at ebb tide

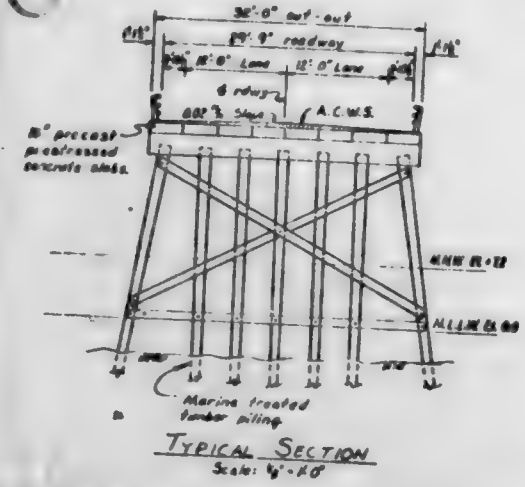


VICINITY MAP

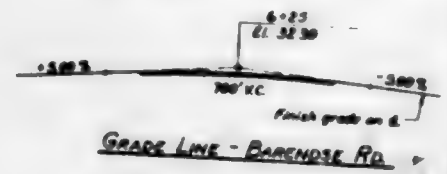


ELEVATION
Scale: 1" = 50'

0 25 50 75 100
Scale in feet



TYPICAL SECTION
Scale: ½" = 1'-0"



GRADE LINE - BARENDSE RD.

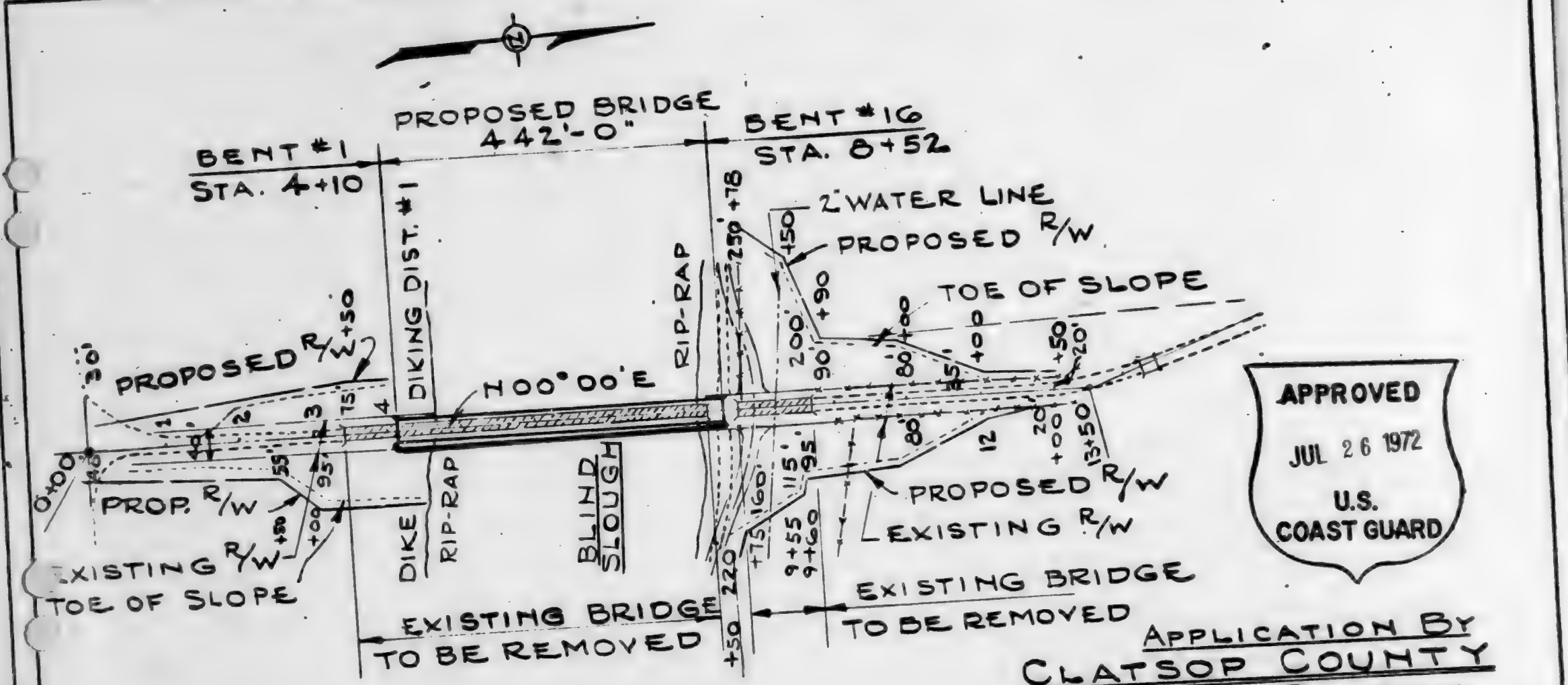
APPROVED
JUL 26 1972
U.S.
COAST GUARD

Application by
CLATSOP COUNTY
ASTORIA, OREGON
Blind Slough Bridge
Plan & Elevation
Sheet 2 of 3 sheets
Located in Sect 3, T8N R7 WWM

Dec, 1970

Revised June 1972

RECEIVED
AUG 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER



APPROVED
JUL 26 1972
U.S.
COAST GUARD

APPLICATION BY
CLATSOP COUNTY
ASTORIA, OREGON
BLIND SLOUGH BRIDGE
END FILL & RIGHT-WAY
SHEET 3 OF 3 SHEETS
LOCATED IN SECT. 3, T8NR7WWM
JUNE 1972

RECEIVED
JUL 31 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7816

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE July 26, 1972

FROM George M. Baldwin
Administrator of Highways
by
ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project BHS-S-398(3)
FAS 757, Clatsop County

We are submitting program data for one project, Item No. 1098, Project No. BHS-S-398(3), "Blind Slough (Barendse Rd.) Bridge Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on August 31, 1972.

Enclosed is a copy of the State Clearinghouse letter of approval dated June 9, 1972.

"Notice of Intent" for the project was submitted to District 1 Clearinghouse on May 11, 1972, and has lain before said Clearinghouse for more than 30 days without action, therefore, it is assumed there will be no adverse review or comments.

This project qualifies as "BHS" under paragraph (e) of Section "Emergency Highway Safety Programs" of IM 30-S-71. The two existing

narrow (19 ft. horizontal clearance) bridges present a potential traffic hazard to the traveling public of such a magnitude that the Highway Division and the County have concluded that the replacement of these two bridges ranks among the top priorities of bridges within the County's FAS system needing replacement.

Enclosures

JG:kds

FEDERAL

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 7-26-72

CARD 2 — REPORT NUMBER: 1 (18)(20) — PROJECT LOCATION (45 typewriter spaces): Co. Rd. 3 mi. NE of Knappa NE 0.27 mi. (21)(65)

ADT — PRESENT: 250* — FUTURE: 400 (66)

EMERG. YR (72)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., & One Bridge (28)(62) — NATL. FOREST (63)(68) — FR ROUTE NO. (69)(74) — MPO KEY (75) — DA CLASS (77) — DA AREA (78)(79) — COUNTY NA

ROUTE NO. S

CARD 4 — CLASS OF FEDERAL FUNDS: Secondary — NAME OF URBAN AREA (17-31)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDE
	(14-15)	(16)	41	42	44 46	53		(54) (58)	(59) (66)	(67)
1					PE		Co. Rd. 3 mi. NE of Knappa, NE 0.27 mi.			
5					ROW					
5					CONST (CODE) (Safety) X020 0010		"Blind Slough (Barendse Rd) Bridge Section"	0.27	450,000	
							PROJECT TOTALS	0.27	450,000	

(16) (23) (24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	250*	400	92	10	Oregon	35	022	1098

T. Projects Only

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
				EHS-S-	398	(3)		

COUNTY NAME: Clatsop — CODE: 007 — PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 757 — STATE: Co. Rd. — U.S.:

ESTIMATED PROJECT COST BY PHASES

	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
0.27	450,000	286,000	82,000	82,000 (Co.)
0.27	450,000	286,000	82,000	82,000 (Co.)

CHARACTER OF PROPOSED WORK (Full description)

Construct one reinf. concrete slab span bridge (L.442', H.C. 29'9"), Gr. & dr. approach roadways at both ends of bridge, remove extg. structures and install guard rail.

(County to place base work and 28' oil mat wearing surf. incl. shldrs.)

ROW - 65' min.; Access control - none; Parking restrictions - none.

REMARKS

(over)

USCOMM DUSCOMM-DC 48908-P61

Existing Facility:

Roadway - 18 foot oil mat surface with 4-foot gravel shoulders.
Structure - (1) Blind Slough Br.; timber structure; L. 326'; H. C. 19'.
(2) Drain Ditch Br.; timber structure; L. 100'; H. C. 19'.
Note: Approx. 50 feet of raodway between above structures.

Adjacent Sections: Roadway same as above.

Project Data: Construct one reinforced precast concrete slab span bridge 442 feet long with a horizontal clearance of 29.75 feet. Grade (embankment-in-place including surcharge) and drain to provide a 36-foot subgrade for a future roadway with 28-foot bituminous oil mat wearing surface including shoulder areas. Grade access road and road approaches (14' to 22' subgrade width), install approximately 300 feet of guardrail, place required riprap and remove existing bridges.

Roadway Type Code 0010 - - - - - - Est. Cost $231,000
Structure Type Code X020 - - - - - Est. Cost $219,000

NOTE: County will remove excess surcharge and construct the base and oil mat surfacing.

*The DHV is 35 for this location and therefore the 29'9" structure width falls within the minimum standard allowed under the Secondary Road Plan.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: Will be made by County as required.

System Action, Water Development, Railroads, Recreation and Historical Areas: None

Negative Environmental Declaration: Concurred in by FHWA June 26, 1972.

OUGH (BARENDSE RD.) BRIDGE SECTION
PROJECT NO. EHS-S-398(3)

19'.
19'.
structures.

bridge 442 feet
ent-in-place in-
future roadway
er areas. Grade
all approximately
bridges.

000
000

base and oil mat

e width falls
Plan.

red.

storical Areas: None

26, 1972.

Clearinghouse Approval:
State - - - - - - - - - - - June 9, 1972
District 1 - - - - - - - - Notice of Intent was sent May 11, 1972, and has lain before the Clearinghouse for more than 30 days without action, therefore, it is assumed there will be no adverse review or comments.

Public Hearings: Offered March 16 and 23, 1972. No requests for a hearing were received. Certification required by Section 128 "Public Hearings" of Title 23, U. S. C. made under the provisions of the "Secondary Road Plan" on May 16, 1972.

Location/Design Approval: Granted July 19, 1972 under the "Secondary Road Plan".

Route Data: This is a farm-to-market road, a school bus route and a mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project qualifies as "EHS" under paragraph (e) of Section "Emergency Highway Safety Program" of IM 30-5-71. The two existing narrow (19' H. C.) bridges present a potential traffic hazard to the traveling public of a magnitude that the Highway Division and the County have concluded that the replacement of those two bridges ranks among the top priorities of bridges within the County's FAS system needing replacement.

RECEIVED
JUL 28 1972
FOR FILING

Crook
7816
A-1

July 26, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage St. S. E.
Salem, OR 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Section Name & PNRS No.
1098	BHS-S-398(3)	Blind Slough (Barendse Rd.) Bridge #7205-2-440

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
R. D. ASBURY

By

L. H. Young
Programing Engineer

ENC.

cc: R. N. Chase
B. L. Gifford

ADT 250 / 400 DHV 35 / 55 (1992) SAFETY: Yes

MEMO TO R. N. CHASE Date: July 18, 1972

FAS 757, CLATSOP COUNTY, Blind Slough Bridge SECTION

TERMINI: Approximately 4 miles northeast of the junction with FAP-1.

PROPOSED WORK: Structure and grading.

PROJECT LENGTH: 2,000 feet (approximately 0.37 mile)

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	450,000	270,000	90,000	90,000	

EXISTING FACILITIES: One bridge a beam 324' long and the other 100' long with approx 50' of roadway between 1000' timber bridge with 19-foot roadway. Approaches have two 8-foot oil mat travel lanes and 4-foot gravel shoulders.

ADJACENT SECTIONS:

NORTH/EAST END: Two 8-foot oil mat travel lanes with 4-foot gravel shoulders.

SOUTH/WEST END:

PROJECT DATA:

Construct a reinforced concrete bridge on the present alignment. Bridge will be 442 feet long and a 28' 32'-foot roadway having two 12-foot travel lanes and 2-foot shoulders. Also grade the approaches and connections and place riprap. Contractor to remove and dispose of existing bridges. Guardrail to be stockpiled at the site. County will install guard rail

RIGHT-OF-WAY: 65' minimum

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Offered but there was no request. Advertised on 3/16/72 and 3/23/72.
UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This is a farm-to-market road and is a school bus and mail route.

Certification of Hearing: 5/16/72
Negative Declaration Approved: 6/26/72
Park and recreation area affected No
Relocation assistance No one moved

Social, economic & environmental effects considered Yes
Location and design approved 7/19/72
Clearinghouse approved 6/9/72
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
U.S. Coast Guard 6/14/72

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 19, 1972

SUBJECT:

To:

H. S. Cox
County-City Engineer
B U I L D I N G

Traffic Data
Blind Slough Bridge
FAS 757
Clatsop County

Attention: Harold Reynoldson

In accordance with your telephone request, we are tabulating below average daily traffic (ADT) and design hour volume (DHV) for the Blind Slough Bridge on FAS 757 in Clatsop County.

Description	County	1972 ADT	1972 DHV	1992 ADT	1992 DHV
Blind Slough Bridge, M.P. 3.8	Clatsop	250	35	400	55

Tom Schwab
Assistant Data Analyst Engineer

TS:ap

RECEIVED
COUNTY & CITY SECTION
JUL 19 1972
☑ ENGR. ☑ COOR. ☐ ME ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
JUL 27 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7816

DATE July 20, 1972

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Blind Slough Bridge Section
Barendse Road
FAS 757
Clatsop County
Br. No. 11138A

NOTED
A. E. JOHNSON

I contacted Mr. R. O. Koski, Fishery Staff Specialist of the Oregon State Game Commission, regarding his letter of comment dated January 17, 1972, relative to the subject project, wherein he stated "We recommend that the construction in and adjacent to the stream which would cause turbidity be confined to a period from June 1 to September 1."

I explained that this is a trestle type structure with no piers which require excavation and that the work in the water will consist of driving timber pile bents.

Mr. Koski agreed that this type work will not cause objectionable turbidity and can within the meaning of his letter be done after September 1.

RWE/ag

cc ~~A. E. Johnson~~
Frank Hall
R. E. Royer
J. Boyd
A. A. Rear

RECEIVED
JUL 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 24 1972
FOR FILING

7816

July 20, 1972

DAILY ASTORIAN, Astoria 97103

SIGNAL, Seaside 97138

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties at or near the community of Brownsmead, Clatsop County, Oregon, relative to the proposed construction of the Blind Slough Bridge Section on Barendse Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, July 27, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Regional Engineer in Salem, phone 378-2626.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting: 504-1402-980
County and City
Public Affairs
J. B. Boyd, Region 2

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
F. L. Hall
W. J. Hart
D. H. Moehring
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Clatsop County Board of Commissioners, has approved the location and design of the Blind Slough Bridge Section of Barendse Road in Clatsop County effective July 19, 1972.

The proposal consists of constructing a reinforced concrete bridge 28 feet wide and approximately 450 feet long plus grading the approach fills and installation of guardrail.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:lat
7/20/72

DAILY ASTORIAN, Astoria
SIGNAL, Seaside

7-19-72

LOCATION - DESIGN APPROVAL

COUNTY: Clatsop

SECTION: Blind Slough Bridge

FAS NO.: 757

ROAD NAME: Barendse Road

PROJECT DESCRIPTION:

Construct a precast slab span bridge on timber piling 450 feet long and 28 feet wide; also construct approach fills, install guardrail, and remove existing bridge.

ESTIMATED COST: $300,000

HIGHWAY COMMISSION APPROVAL: Nov. 24, 1971

HEARING: No requests received, none held

STATE CLEARINGHOUSE REVIEW: June 9, 1972

SECTION 204 REVIEW: None Required

HEARING CERTIFICATION: May 16, 1972 by F. B. Klaboe

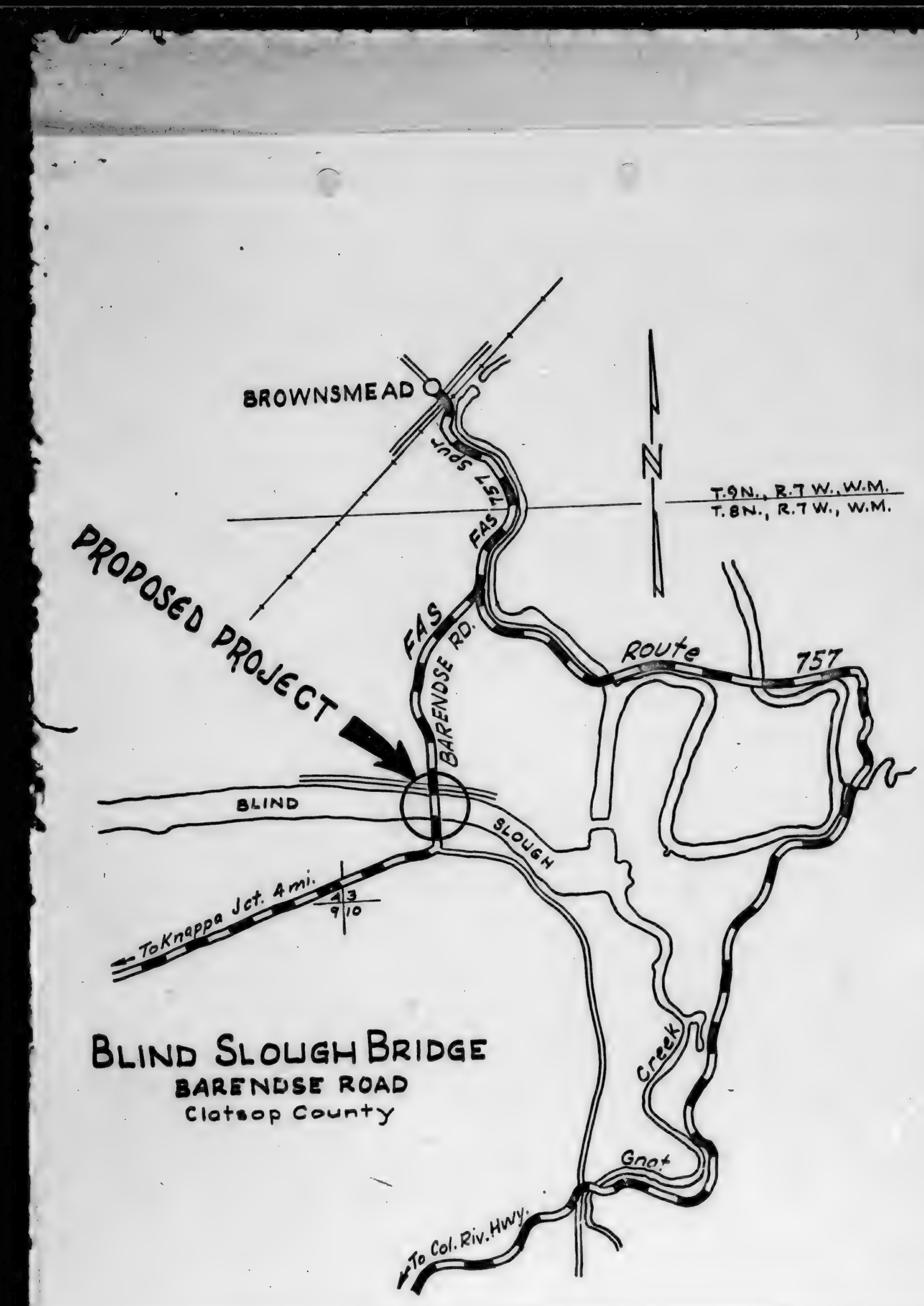
ENVIRONMENTAL STATEMENT: Negative Declaration concurred by FHWA, June 26, 1972

REMARKS:

APPROVED: July 19 1972

E J Hunter

Assistant State Highway Engineer



BLIND SLOUGH BRIDGE

BARENDSE ROAD

Clatsop County

RECEIVED
JUL 12 1972
FOR FILING

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

July 12, 1972

IN REPLY REFER TO:
7816

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: L. H. Young

Dear Mr. Baldwin:

This will acknowledge receipt of the Notice of Intent application to apply for federal-aid assistance for the following projects:

Left Hand Creek and Parish Creek Bridges
FAS-318
Wheeler County

Little Deschutes River (Montgomery) Bridge
Deschutes County

Blind Slough Bridge
FAS 757
Clatsop County

We have no comments on these projects.

NOTED
E. S. HUNTER

July 13, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
H.W. Oswald
B.L. Gifford
W.E. Schwartz

Sincerely yours,

Edwin L. Arnold

Edwin L. Arnold
Acting Chief, Portland Field Office

RECEIVED
JUL 13 1972
PROGRAMING SECTION

BEN GIFFORD

RECEIVED
JUL 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

National Parks Centennial 1872-1972

RECEIVED
JUL 12 1972
FOR FILING

7816

July 10, 1972

Commander (oan)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Attention A. C. Pearce
Captain, U. S. Coast Guard

Dear Sir:

Proposed Bridge Across Blind Slough
Near Brownsmead, Oregon
Bridge Permit 24-71
State Bridge No. 11138A

Attached as a supplement to our previous submittal for revision of the subject permit are three copies of the environmental impact statement in the form of a negative declaration as approved by the Federal Highway Administration.

I believe this submittal provides all the information you require to approve revision of this permit.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

A. E. Johnson
Assistant State Highway Engineer

RWE/ag
Attach.

bc R. W. Ellison

bc George M. Baldwin
Tom Edwards
F. B. Nierce
R. S. Hunter
A. L. Schroeder
Frank Hall
E. S. Cox
E. L. Royer
Victor D. Wolfe
L. E. Young
J. B. Boyd

RECEIVED
JUL 6 - 1972
FOR FILING

7816

June 30, 1972

570

Commander (OAN)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Attention Captain A. C. Pearce

Dear Sir:

Proposed Bridge Across Blind Slough
Near Brownsmead, Oregon
Bridge Permit 24-71
State Bridge No. 1138A

As requested by your June 16 letter and subsequent telephone conversation, we have revised our Sheet 2 permit drawing and added one additional drawing, Sheet 3.

Sheet 2 has been revised to show:

1. Government datum plans.
2. Soundings on the plan view.
3. Geographic tie.
4. Direction and strength of currents (tides).
5. Removable span (plan and elevation).
6. Sheet 2 of 3 (if Sheet 3 is required).

A Sheet 3 of 3 has been added to show right-of-way and end fill information. It was indicated in your telephone conversation that this might be required.

Enclosed are original tracings of Sheets 2 of 3 and 3 of 3 and four prints of each.

Very truly yours,

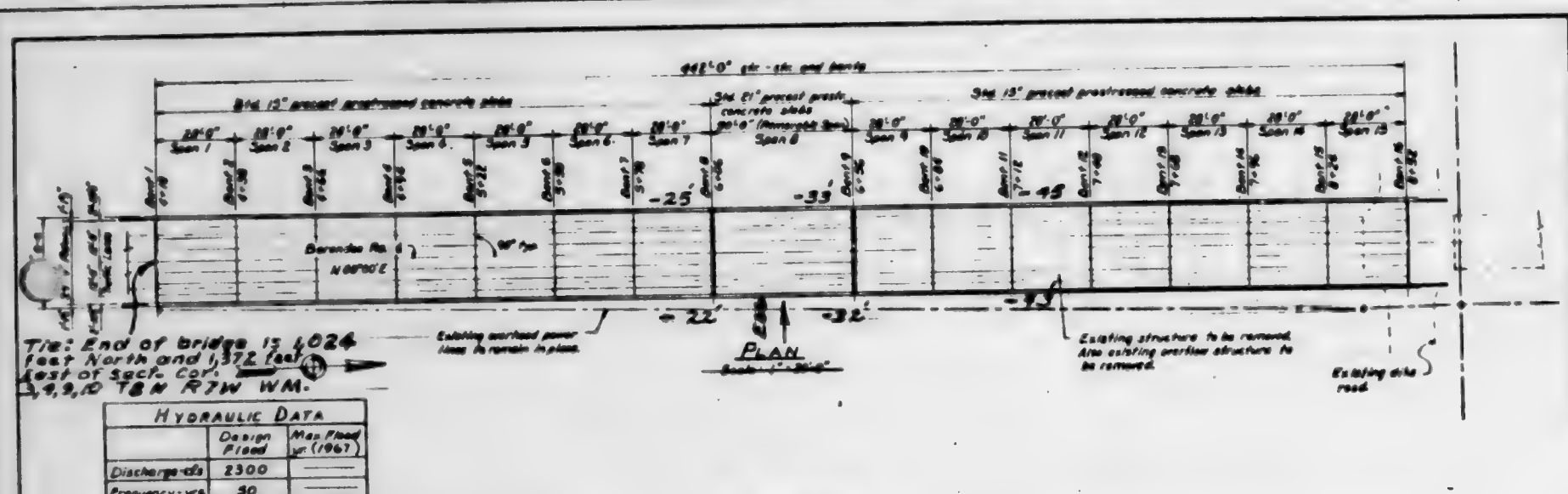
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED
BY E. S. HUNTER

for A. E. Johnson
Assistant State Highway Engineer

Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Walter J. Hart
Frank Hall
H. S. Cox
R. E. Royer
Victor D. Wolfe
L. H. Young
J. B. Boyd
L. L. Wallace
J. E. Backstrand

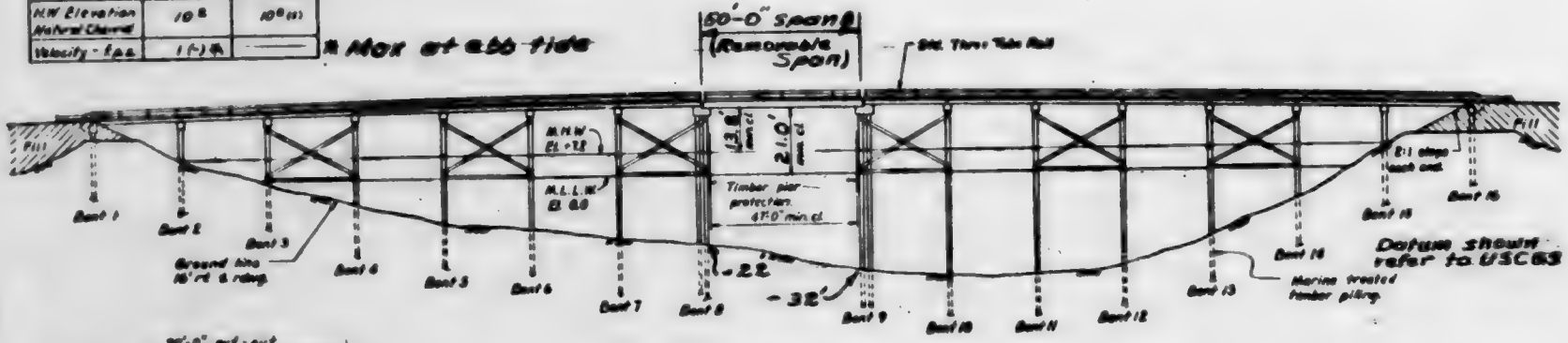
DOC:ag/ ja



Tie: End of bridge is 4024 feet North and 1,372 feet East of Sect. Cor. 3,4,9,10 T8N R7W WM.

HYDRAULIC DATA		
	Design Flood	Max Flood yr. (1967)
Discharge-cfs	2300	———
Frequency-yrs	50	———
HW Elevation Natural Channel	10.8	10.0(±)
Velocity - fps	1.1(±)	———

* Max at ebb tide

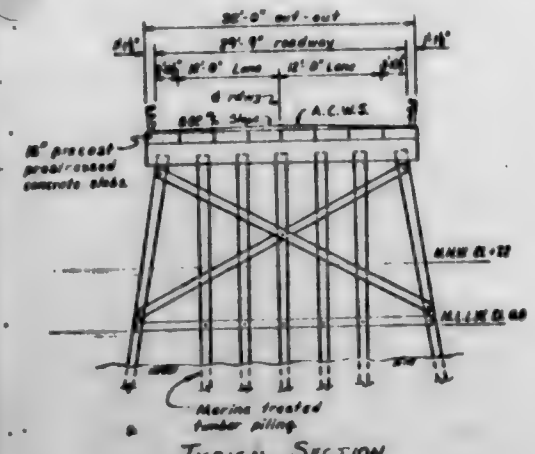


ELEVATION

Scale 1" = 50'-0"

0 25 50 75 100

Scale in feet



TYPICAL SECTION

Scale 1/2" = 1'-0"

Application by

CLATSOP COUNTY

ASTORIA, OREGON

Blind Slough Bridge

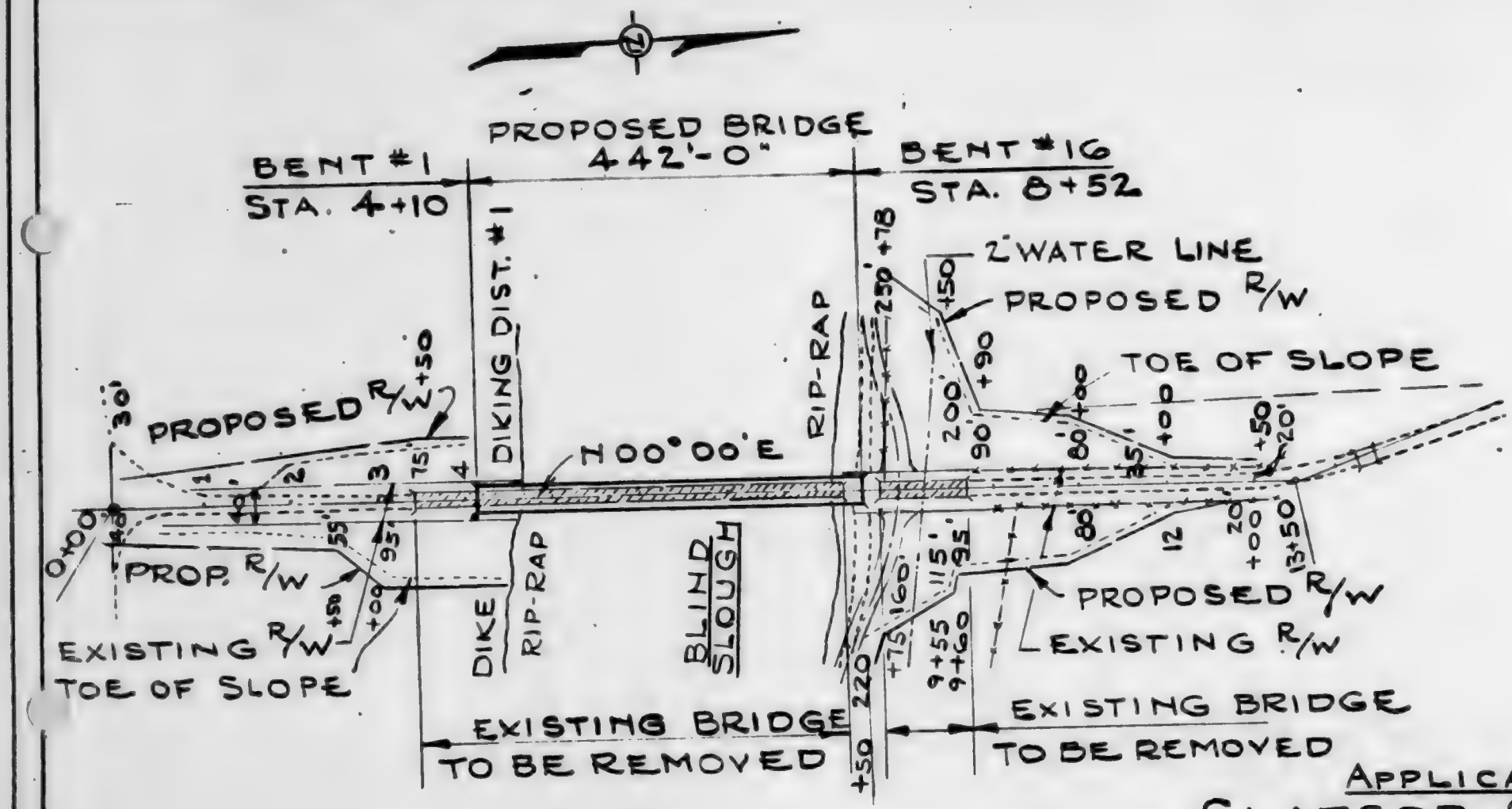
Plan & Elevation

Sheet 2 of 3 sheets

Located in Sect 3, T8N R7 WWM

Dec, 1970

Revised June 1972



APPLICATION BY
CLATSOP COUNTY
ASTORIA, OREGON
BLIND SLOUGH BRIDGE
END FILL & RIGHT-WAY
SHEET 3 OF 3 SHEETS
LOCATED IN SECT. 3, T8N R7W WM
JUNE 1972

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 457
16 June 1972

Oregon State Highway Division
Attn: Mr. A. E. Johnson
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your applicated dated 14 June 1972, with attachments, for a permit to construct a removable span bridge across Blind Slough, near Brownsmead, Oregon has been received.

The original tracing and three prints of revised sheet 2 of 2 are returned for the addition of the following information:

1. Established government datum plans
2. Soundings on the plan view
3. Geographic tie
4. Direction and strength of currents (tides)
5. Label Removable Span (Plan and Elevation).

The above information is required to properly locate and describe the proposal. On return of the drawings, the application will be processed in the normal manner.

Sincerely,

A. C. PEARCE
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

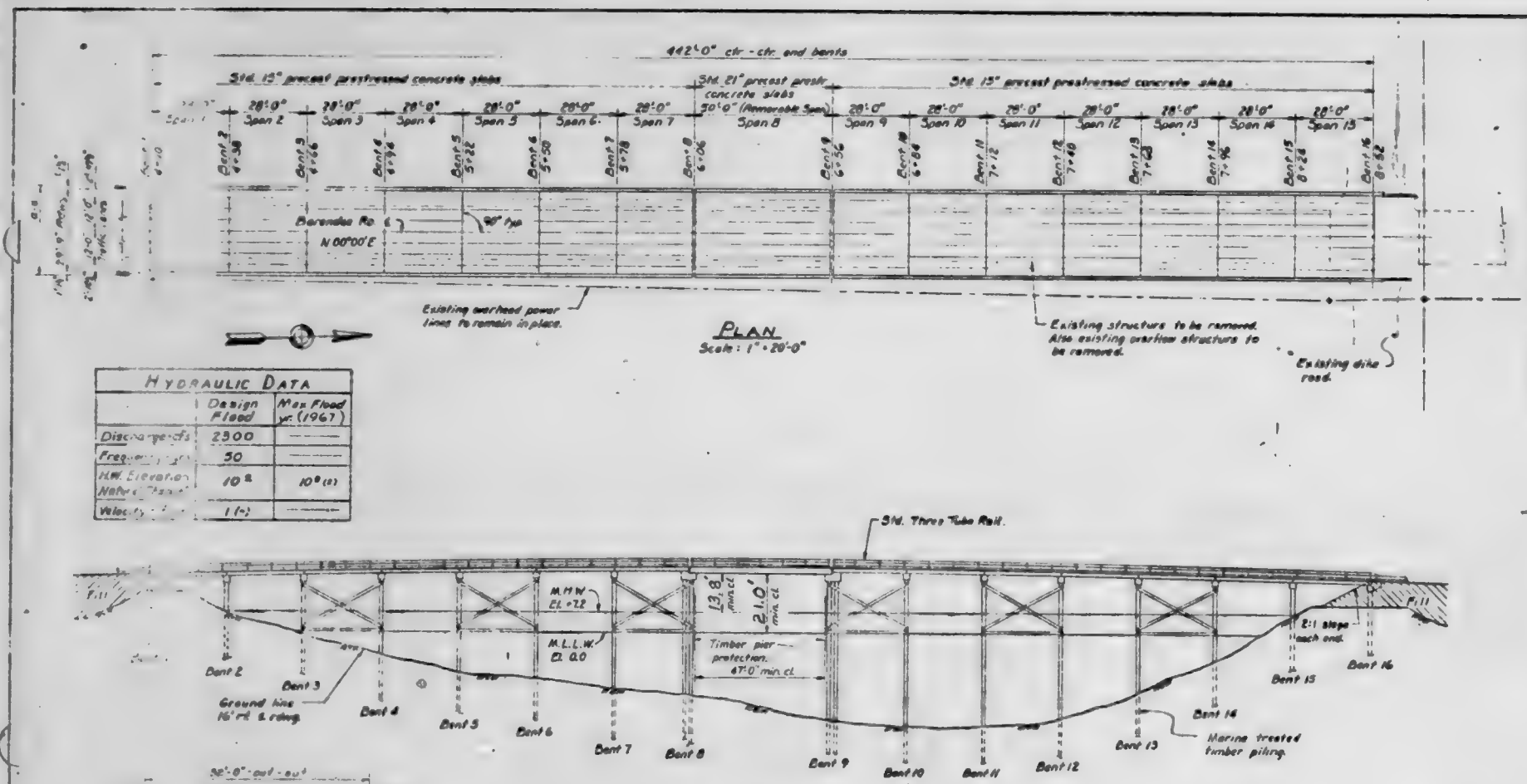
Encl: (1) orig. tracing and 3 prints

NOTED
D. O. Christensen

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

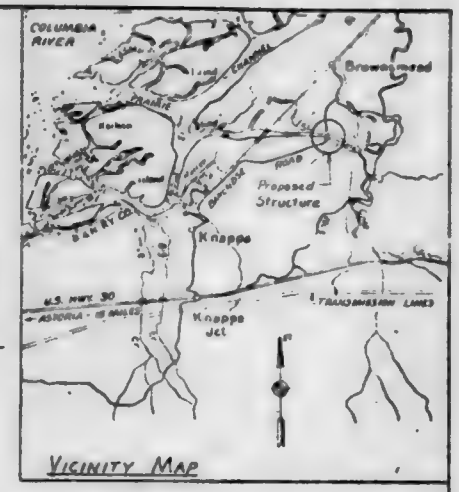
NOTED
R. W. ELLISON
RECEIVED
JUN 20 1972
BRIDGE DIVISION

RECEIVED
JUN 20 1972
BRIDGE DIVISION

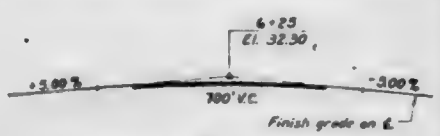


PLAN
Scale: 1" = 20'-0"

HYDRAULIC DATA	Design Flood	Max Flood yr. (1967)
Discharge cfs	2300	———
Frequency (yr)	50	———
H.W. Elevation Nature "Datum"	10' ±	10' (±)
Velocity (f/s)	1 (-)	———

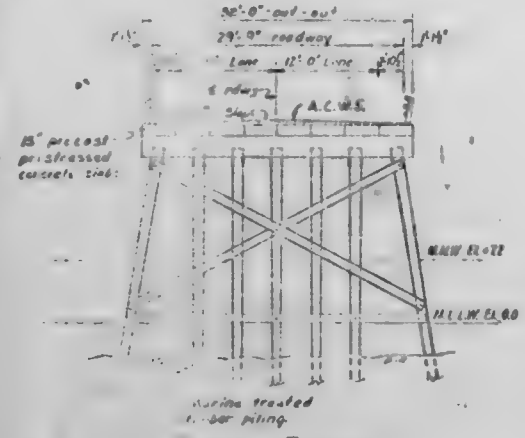


VICINITY MAP



GRADE LINE - BARENDSE RD.

ELEVATION
Scale: 1" = 20'-0"



TYPICAL SECTION
Scale: ½" = 1'-0"

Application by
CLATSOP COUNTY
ASTORIA, OREGON
Blind Slough Bridge
Plan & Elevation
Sheet 2 of 2 sheets
Located in Sect 3, T8N R7 W.M.

Dec, 1970

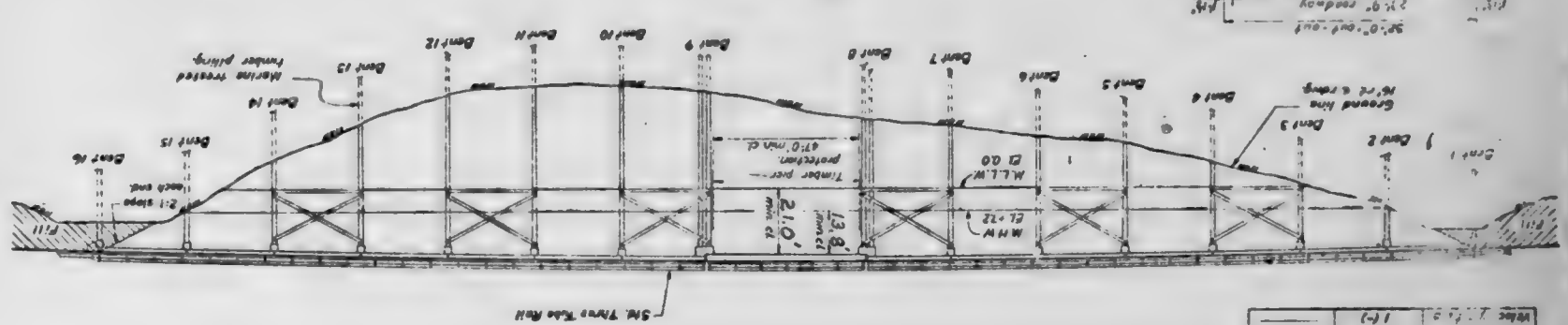
Revised June 1972

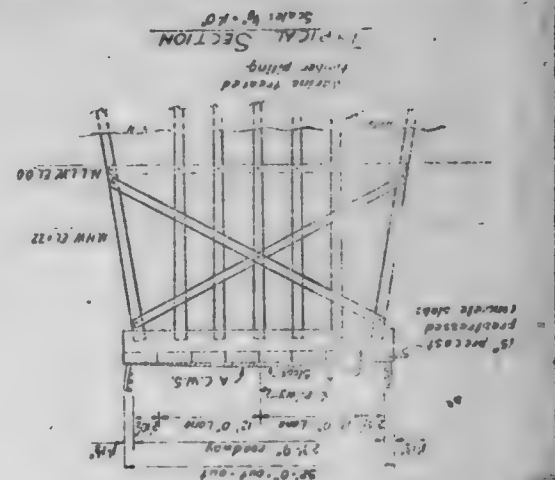
Revised June 1972

Dec, 1970

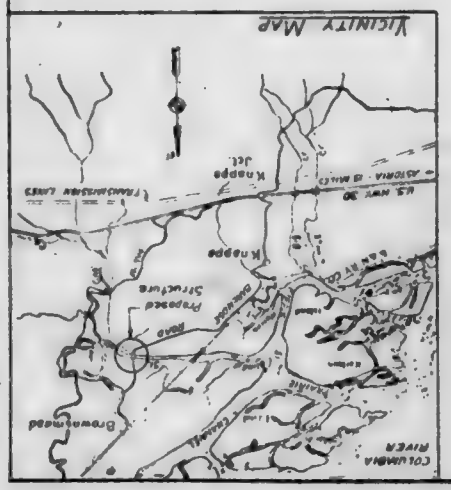
Sheet 2 of 2 sheets
Located in Sect 3, T8NR7WWM
Plan & Elevation
Blind Slough Bridge
CLATSOP COUNTY
ASTORIA, OREGON

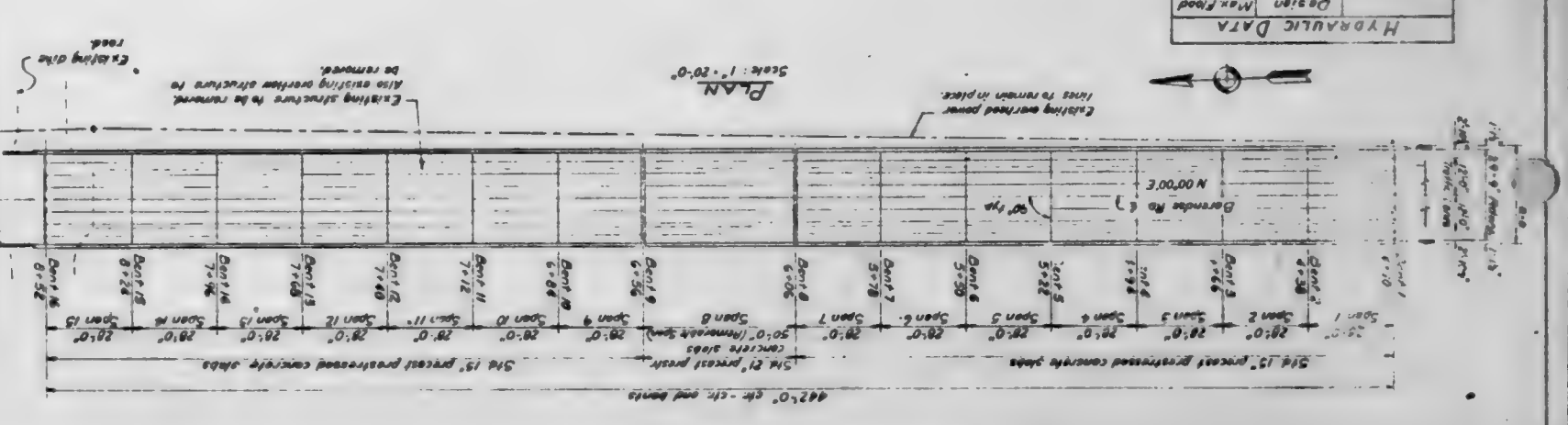
Application by

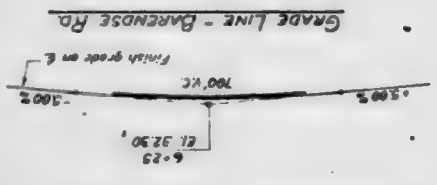




HYDRAULIC DATA		
	Design Flood	Max. Flood of (1967)
Discharge - cfs	2300	———
Frequency - yrs.	50	———
MHW (Tidal) (Datum)	10 ft	10.9 (1)
Velocity - f.p.s.	1 (+)	———







RECEIVED
JUN 20 1972
BRIDGE DIVISION

RECEIVED
JUN 15 1972
FOR FILING
7816

June 14, 1972

Commander (OAN)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Proposed Bridge Across Blind Slough
Near Brownsmead, Oregon
Bridge Permit 24-71
State Bridge No. 1138A

Application is hereby made by the Oregon State Highway Division at Salem, Oregon (acting as agent for Clatsop County) for revision of Bridge Permit 24-71 by substitution of drawings. The original permit for replacement of the bridge on Barendse Road over Blind Slough near Brownsmead, Oregon, as obtained by Clatsop County, did not show the tower bracing between bents which is necessary to provide proper structural stability. This bracing is in alternate spans and is shown on the enclosed revised drawing (Sheet 2 of 2). The addition of this bracing does not affect the main span and is used only in alternate side spans. It is believed that the bracing will have no effect on navigation.

Application is hereby made for a revision of the original permit through the substitution of drawings (Sheet 2 of 2). An original tracing and four prints of Sheet 2 are enclosed.

Receipt of bids on this project is scheduled for July 27, 1972 and prompt action in order to prevent delay of receipt of bids will be greatly appreciated.

This project does not involve lands covered by Section 4(f) of the Department of Transportation Act.

Relative to the "National Environmental Policy Act of 1969", the attached negative declaration has been written in compliance with the Act and presents the following points:

1. The environmental impact of the proposed action is negligible.

2. The adverse environmental effects which cannot be avoided are considered to be negligible.

3. This project consists of replacing an existing timber structure with a modern, wider structure on the same alignment. Alternate locations would require additional right-of-way and have a greater effect upon the environment. The alternative of "doing nothing" would preserve the present obsolete and potentially dangerous bridge.

4. The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity involves the existing short-term and anticipated long-term use of the area for rural farming and associated operations of maketing, supply and transportation. Barendse Road is considered principally as a farm-to-market route. In addition, school bus and mail services are provided as well as recreation, travel and minor commercial use. Replacement of this structure will allow for continuance of productivity of the area over the long term.

5. Irreversible and irretrievable commitments of resources which would be involved in the proposed action, should it be implemented, include the commitment of land necessary for the approach widening and the commitment of materials, time and effort to the project itself.

The attached September 22, 1971 letter from Clatsop County applying for bridge construction and the accompanying County Road FAS-C project request constitute the State's authority to act as the County's agent in this matter.

Your interest and cooperation in this project is sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

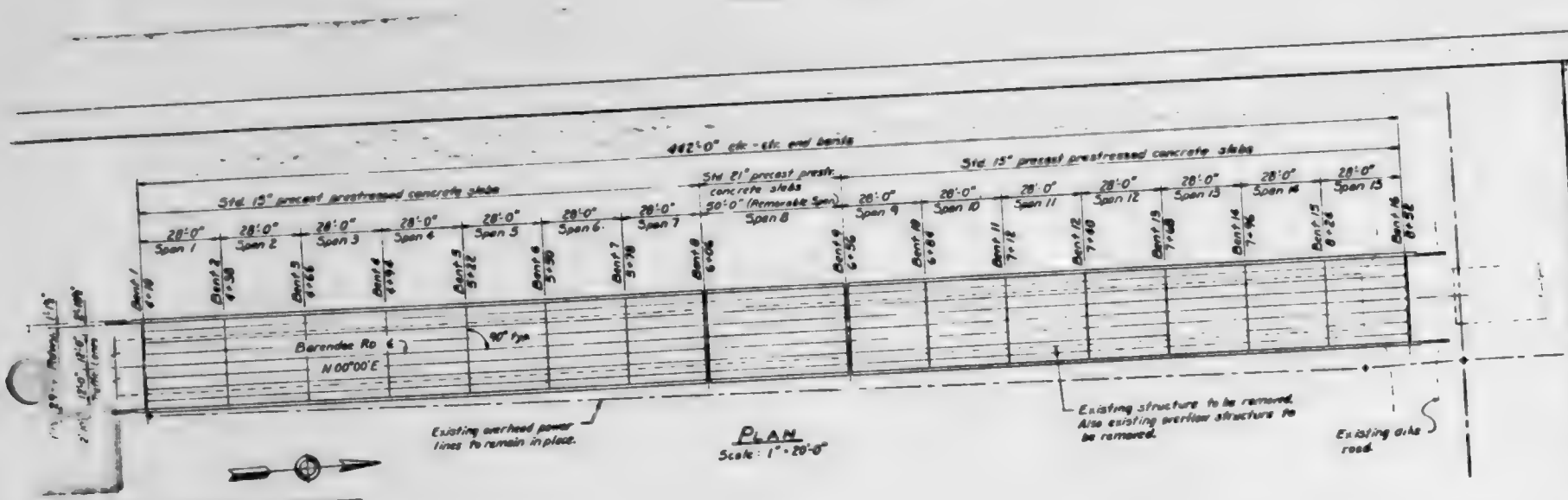
By

A. E. Johnson
Assistant State Highway Engineer

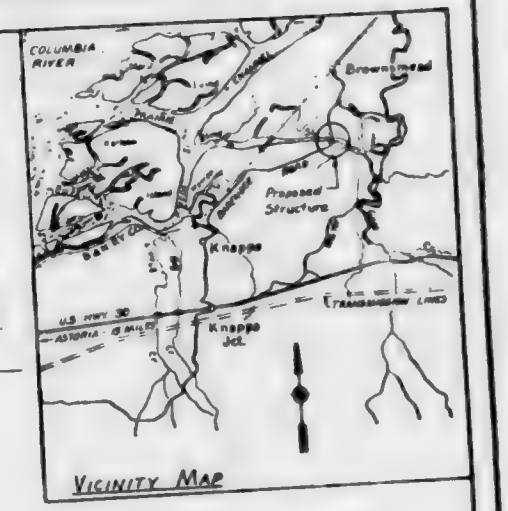
Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Walter J. Hart
Frank Hall
H. S. Cox
R. E. Royer
Victor D. Wolfe
L. H. Young
J. B. Boyd
L. L. Wallace
J. E. Backstrand

RWE:dh ja

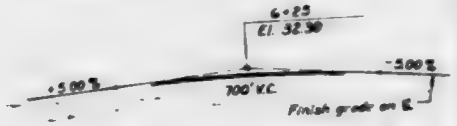


PLAN
Scale: 1" = 20'-0"

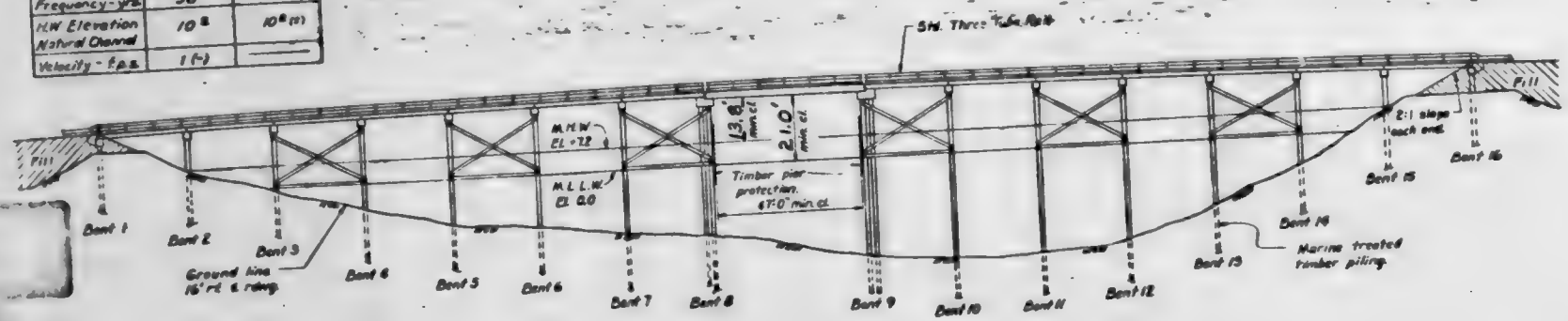


VICINITY MAP

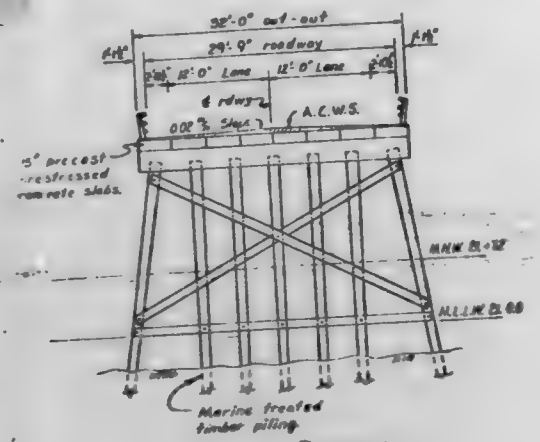
HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (1967)
Discharge-cfs	2300	———
Frequency-yrs	50	———
HW Elevation	10.8	10.8 (?)
Natural Channel		———
Velocity - f.p.s.	1 (-)	———



GRADE LINE - BARENDSE RD.



ELEVATION
Scale: 1" = 20'-0"



TYPICAL SECTION
Scale: ½" = 1'-0"

Application by
CLATSOP COUNTY
ASTORIA, OREGON
Blind Slough Bridge
Plan & Elevation
Sheet 2 of 2 sheets
Located in Sect 3, T8NR7WWM

Dec, 1970

Revised June 1972

FAS 757

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

RECEIVED
COUNTY & CITY SECTION
SEP 23 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

September 22, 1971

OREGON STATE HIGHWAY
State Highway Building
Salem, Oregon 97310

Attn: Mr. Cy Cox.

Enclosed herewith Clatsop County application for bridge construction on F.A.S. 912 Lower Nehalem (Humbug) and F.A.S. 757 Barndse Road (Blind Slough).

The following financial data is submitted stating Clatsop County's ability to finance these projects.

Item A - Cost estimate:

F.A.S. 912 (Humbug)	$ 80,000.00
F.A.S. 757 (Blind Slough)	300,000.00
Total	$380,000.00

Item B - F.A.S. funds available to Clatsop County.

Accumulated funds	$340,000.00
Three year advance	161,000.00
Total	$501,000.00

Item C - Clatsop County proportion of cost based on 60-20-20 basis: $ 76,000.00
Maximum County funds available 40,000.00

Balance from other than County Funds ---- $ 36,000.00

Sincerely,

N. M. Olsrich

APPROVED Sept. 22 19 71
BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON

BY Ivan L. Johnson
COMMISSIONER

Lewis Stuart Sr.
COMMISSIONER

COMMISSIONER

Enc: F.A.S. Applications
jc

RECEIVED
COUNTY & CITY SECTION
SEP 23 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☒

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Clatsop FAS No. 757 Date August 23,1971
County Road Name Barendse Road
Section Name Blind Slough Bridge
Type of Project Bridge
Location of Project (Attach sketch map) Sect 3 T8N R7WWM
ADT 180 Design Speed 50 M

Is this request for county bridge design only? Yes_____ No_____
County FAS bridge design? Yes X No_____

I. ROAD PROJECT DATA

1. Traveled Surface: Type Oil Mat Width 18'

2. Shoulders: Type Grass Width 4'

3. Grading & Drainage:
By County_____ County Date of Completion_____ By Contract_____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract_____
Has base design been given to County? Yes_____ No_____
Will it be furnished? Yes_____ No_____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract_____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract_____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract_____

8. Clearing:
By County _____ County Date of Completion _____ By Contract_____

9. Curbs:
Curbs Required? Yes_____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)_____
Width between curbs_____

10. Are pedestrian walkways necessary? Yes_____ No X

11. Are there any structures to be replaced or altered? Yes X No_____

12. Will replacement be by: County_____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes — No —

14. Will County adjust structure to additional width? Yes — No —

15. Will adjusted width be standard? Yes — No —
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes ____ No X

17. Does County wish sight posts installed? Yes ____ No X

18. Does County wish State to permanently stripe project? Yes ____ No X

19. Will County do striping? Yes X No ____

20. Does County wish guardrail installed? Yes X No —

By County ____ Contractor +
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes ____ No X
By seeding and mulching Yes ____ No X
By rock blanket Yes ____ No X
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes X No ____

23. Can through traffic be detoured? Yes X No ____

24. Must new detour be constructed? Yes ____ No X

25. Will detour be maintained by County? Yes X No ____

26. Will detour be maintained by Contractor? Yes ____ No X

27. Will County sign project outside work area during construction?
Yes X No ____

28. Will Contractor sign project outside work area during construction?
Yes ____ No X

29. Should contract provide for permanent signing? Yes ____ No X

30. Should State do permanent signing? Yes ____ No X

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes ____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain _____

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream Blind Slough
2. Name of bridge Blind Slough #11138
3. Dimensions of existing bridge. Length 484 Roadway Width 19'
4. Type of design and material used in existing bridge. P.T Bents, 1 - 50' pony truss. Creosote treated lumber & piling
5. Location (please attach map with location marked): _____
   Section 3 Township 8N Range 7W W.M.
6. Desired width of bridge ~~As narrow as possible~~, 28'
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)
7. Are sidewalks desired? Yes ____ No X
   Upstream ____ Downstream ____ Width ____
8. Does County wish a particular type of bridge design? Yes X No ____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) ~~Whichever is cheapest~~ Concrete - Timber Piling
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)
9. Will County furnish any materials for bridge? Yes ____ No X
   Explain _____
10. Foundation Testing: By County? Yes ____ No X
    By State? X Yes X No ____
11. Will County close road during construction? Yes X No ____
12. Can presently established road be used as detour? Yes X No ____

13. Must a new detour be constructed? Yes_____ No__X__

14. Will detour be maintained by County? Yes__X__ No_____

15. Will detour be maintained by Contractor? Yes_____ No__X__

16. Will County sign project outside work area during construction?
Yes__X__ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No__X__

18. Approaches or Connections by County Yes__X__ No_____
by Contractor Yes_____ No__X__

Traveled surface: Type_____ Width_____ } As req'd.
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__X__ No_____

N.W. quadrant distance from structure at North end of bridge
N.E. quadrant distance from structure at North end of bridge
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes__X__ No_____ Special Design
By County _____ Contractor__X__
Right side only? Yes_____ No_____
Both sides? Yes__X__ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No__X__
Use for detour? Yes_____ No__X__
Removed by County? Yes_____ No__X__
Removed by Contractor? Yes__X__ No_____
Salvaged by Contractor for County? Yes_____ No__X__
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_X_ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No_X_ Size_____
Company_____

b. Sanitary sewer mains: Yes_____ No_X_ Size_____
Company_____

c. Storm sewer: Yes_____ No_X_ Size_____
Company_____

d. Gas mains: Yes_____ No_X_ Size_____
Company_____

e. Power lines: Yes_____ No_X_ Size_____
Company_____

f. Telephone lines: Yes_____ No_X_ Size_____
Company_____

g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_X_

25. Does County wish lightpost bases and conduit installed? Yes_____ No_X_

26. Does County wish complete job of illumination in project? Yes_____ No_X_

27. Is project contingent upon other factors? Yes_____ No_X_
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By County? Yes _____ No X
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No X

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By County? Yes _____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 40 Minimum 30

2. Is any additional right-of-way needed? Yes____ No X

3. Will right-of-way be acquired by: Resolution____ or Deed____

4. Should State prepare options? Yes X No X Should be yes Jack Chapman 2/2 4/7

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

6. Should material source site be included in right-of-way descriptions? Yes____ No____

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No____
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: Knappa Telephone Co. Pacific Power & Light Co.

13. Are utilities on existing right-of-way by permit X or by franchise____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No N.A.
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 40 Minimum 30

2. Is any additional right-of-way needed? Yes____ No X

3. Will right-of-way be acquired by: Resolution ___ or Deed ___

4. Should State prepare options? Yes ___ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ___ No ___

6. Should material source site be included in right-of-way descriptions? Yes ___ No ___

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ___ No ___

10. Is a hearing necessary? Yes____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ___ No ___
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
    If yes, give type and name of utility company: Knappa Telephone Co. Pacific Power & Light Co.

13. Are utilities on existing right-of-way by permit X or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No N/O
    If yes, give name of irrigation company or district_____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No X
By County? Yes X No_____
By State at County expense? Yes_____ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No X
By County? Yes X No_____
By State at County expense? Yes_____ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No X

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $_____

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount_____

4. Date match money is available_____

5. Will there be any 100% County money? Yes_____ No_____

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting:_____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

See letter attached

This application is not complete without an attached exhibit showing location of project.

By Niram L. Johnson
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

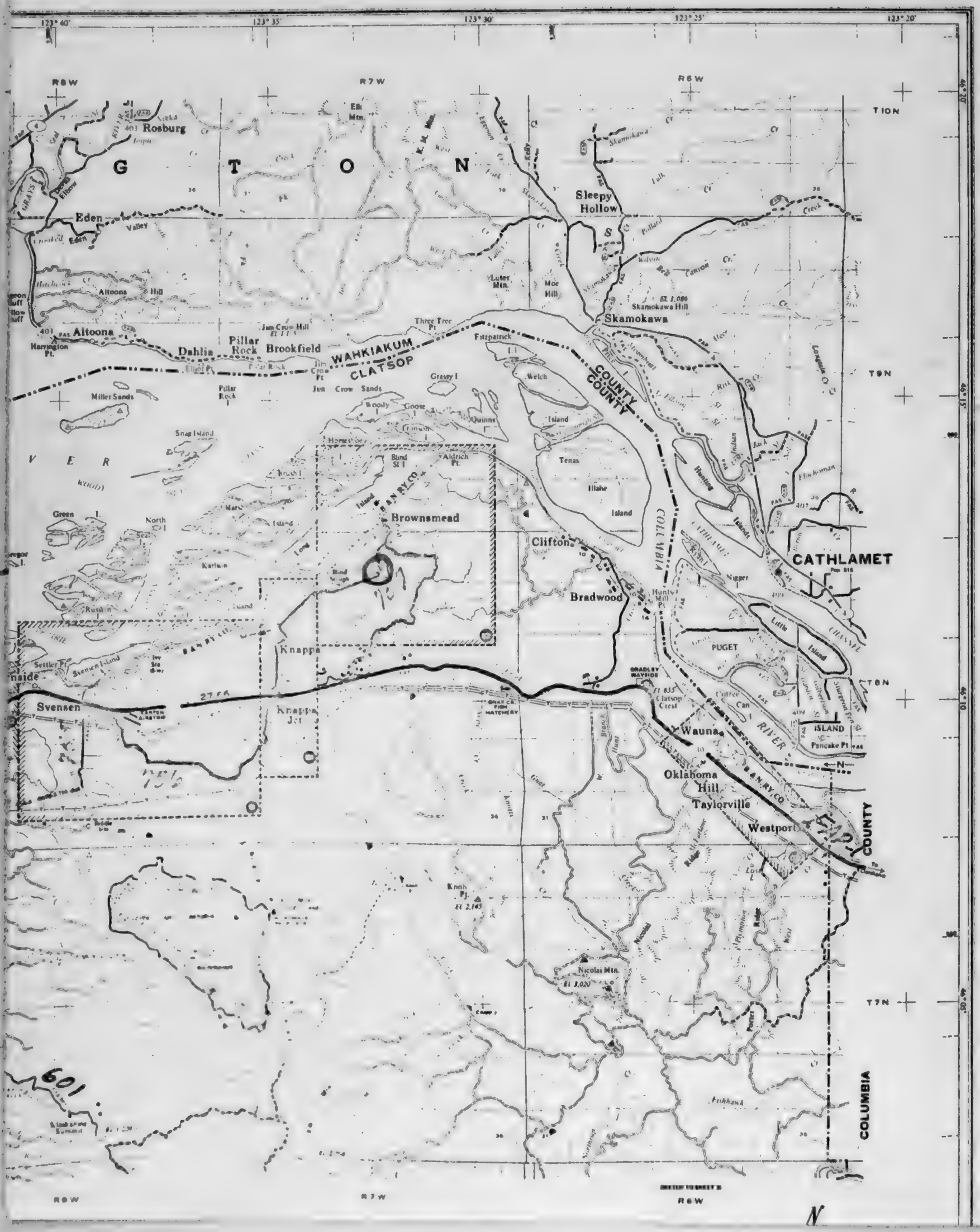
Robert H. Stamp
O.S.H.D. Field Engineer

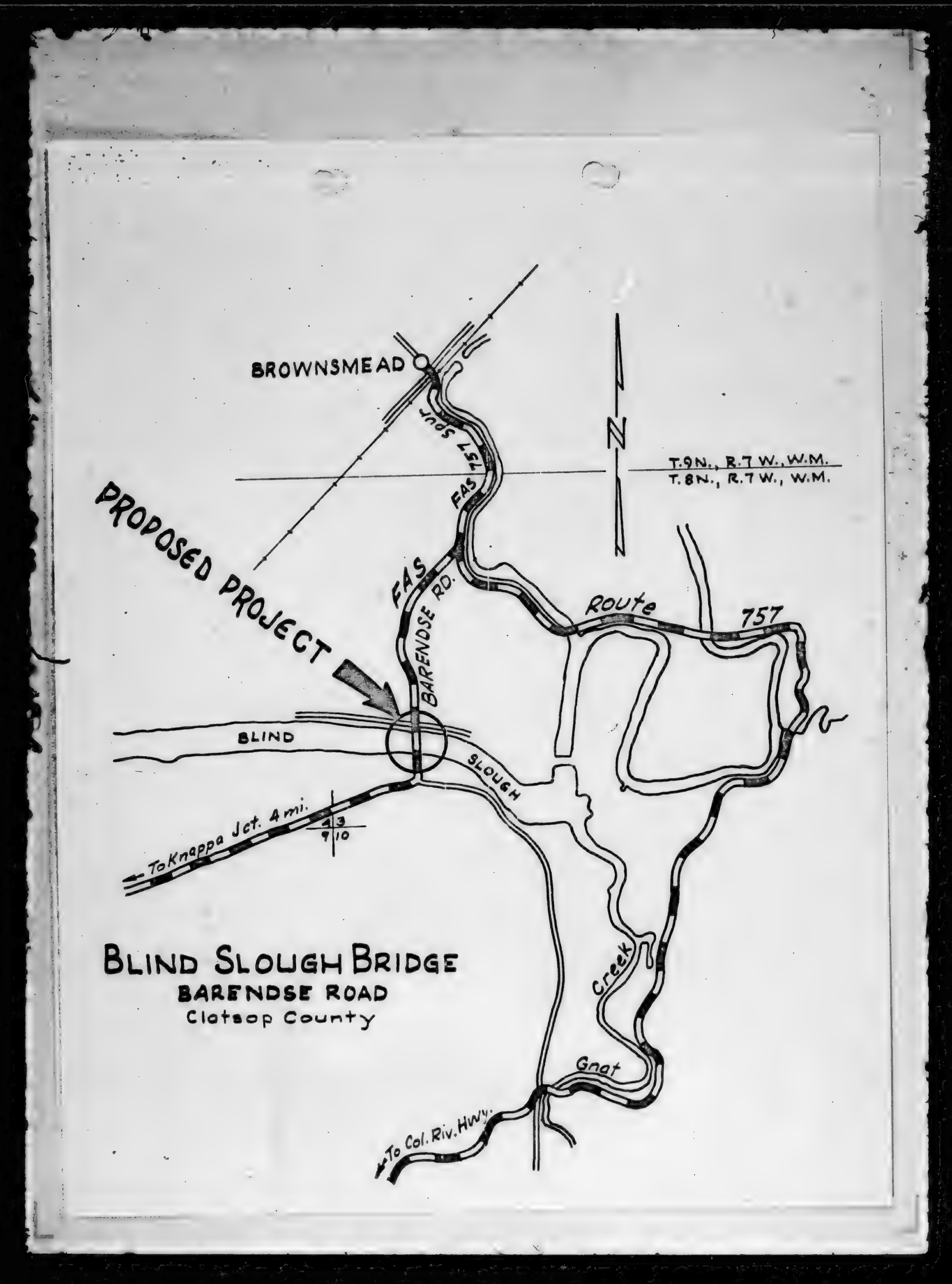
By H M. Olsrud
County Engineer or Roadmaster

Date Sept. 24, 1971

County Clalop

Date Sept 22, 1971


123° 40'
123° 35'
123° 30'
123° 25'
123° 20'
R8W
R7W
R6W
T10N
T9N
T8N
T7N
46° 20'
46° 15'
G T O N
Rosburg
Elk Mtn.
Eden
Eden Valley
Altoona
Altoona Hill
Harrington Pt.
Jim Crow Hill
Pillar Rock
Brookfield
Dahlia
Three Tree Pt
Fitzpatrick I.
WAHKIAKUM
CLATSOP
COUNTY
Luter Mtn.
Moe Hill
Sleepy Hollow
Skamokawa
Skamokawa Hill
Welch Island
Grassy I
Jim Crow Sands
Miller Sands
Snag Island
Woody
Goose
Quinns
Tenas Illahe Island
Brownsmead
Aldrich Pt.
Blind Slough
Green I.
North Scarborough
Karlson
Russian
Clifton
Bradwood
Hunts Mill Pt.
CATHLAMET
Nigger
Little Island
PUGET ISLAND
Pancake Pt
Knappa
Knappa Jct
Svensen
Svensen Island
Settler Pt
Astoria
Bradley Wayside
El 655 Clatsop Crest
Coffee Can
Wauna
Oklahoma Hill
Taylorville
Westport
COLUMBIA COUNTY
COLUMBIA RIVER
Knob Pt. El 2,143
Nicolai Mtn. El 3,020
Fishhawk
Clatskanie Summit
601
N



BLIND SLOUGH BRIDGE

BARENDSE ROAD

Clatsop County

June 13, 1972

Mr. John Dooley
Clatsop County Roadmaster
P.O. Box 179
Astoria, Oregon 97103

Blind Slough (Barendse Rd.) Bridge Section
FAS 757
Clatsop County

Dear Mr. Dooley:

Two copies of the Right-of-Way Certificate for this project are enclosed. Would you please complete them and return one signed copy to this office.

This copy should be returned to us by June 22 so that we can get this project on the July 27 schedule.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:lat
Encl.

7816

No hearing req

June 12, 1972

DAILY ASTORIAN, Astoria 97103

SIGNAL, Seaside 97138

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties at or near the community of Brownsmead, Clatsop County, Oregon, relative to the proposed construction of the Blind Slough Bridge Section on Barendse Road.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, June 15, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Regional Engineer in Salem, phone 378-2626.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Programing
Planning
Accounting: 504-1402-980
County and City
Public Affairs
J. B. Boyd, Region 2

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Victor Wolfe
F. L. Hall
W. J. Hart
D. H. Moehring
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Clatsop County Board of Commissioners, after study of the engineering, environmental, and socio-economic aspects and receiving no requests for a public hearing, has requested the Oregon State Highway Division's location and design approval of the Blind Slough Bridge Section on Barendse Road in Clatsop County, Oregon.

The proposal consists of constructing a reinforced concrete structure over Blind Slough 450 feet long and having a clear roadway width of 28 feet; also construction of approach fills, installation of guardrail and removal of the existing bridge.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
6/12/72

DAILY ASTORIAN, Astoria
SIGNAL, Seaside

June 9, 1972
(date)

RECEIVED
COUNTY & CITY SECTION
JUN 15 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon 97103

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 757

Section Blind Slough (Barendse Road) Bridge: Grade, Pave & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

6-12-72
(date)

By Hiram C. Johnson

By Dennis Strathern
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
JUN 19 1972
STATE OF OREGON
FOR FILE

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

7816

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

June 9, 1972

Mr. George Baldwin, Administrator
State Highway Division
State Highway Building
Salem, Oregon 97310

Yours

CLATSOP CO.
[illegible] RD.
[illegible]

Re: Blind Slough Bridge
PNRS #7205 2 440

Dear George:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. Comments and suggestions for program improvement are attached for your information and assistance.

We are pleased to add our approval and wish you every success.

NOTED
R. D. SMITH

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

CP:nm

Enclosure

BEN GIFFORD

cc: June 15, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
E.L. Everton
J.B. Boyd

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1972
PROGRAMING SECTION

NOTED
E. S. HUNTER

RECEIVED
JUN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

COMMENTS AND SUGGESTIONS FOR
PROGRAM IMPROVEMENT

Highway Division
Blind Slough Bridge
PNRS #7205 2 440
June 9, 1972

Oregon Fish Commission

"We approve the proposal providing that work in the wetted area of the slough is held to an absolute minimum, no substances harmful to fish life such as fresh concrete or oil products are allowed entry to waters of the slough, and State of Oregon water quality standards are adhered to in conduct of the project."

RECEIVED
JUN 19 1972
STATE OF OREGON
1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

June 7, 1972

7816

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

cc's sent 6/9/72:

E. S. Hunter
L. H. Young
W. J. Hart (5)
C. G. Swenson
W. H. Teabeau
F. E. Terpin (5)
W. E. Schwartz (2)
L. W. Rulien (4)
J. B. Boyd (6)

Mr. George M. Bladwin
Administrator of Highways
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of May 31, 1972, in which you requested our comments on five projects to be let July 27, 1972.

At this time we can comment on four of the projects as follows:

1. Clear Creek Bridge Section
   Woodburn-Estacada Highway
   Clackamas County

2. Sanderson Bridge Section
   Albany-Lyons Highway
   Linn County

3. Blind Slough (Barendse Rd.) Bridge Section
   FAS 757
   Clatsop County

4. Bully Creek (Greenfield Rd.) Bridge Section
   FAS 23-107
   Malheur County

NOTED
E. S. HUNTER

On the clear Creek Bridge Section and the Sanderson Bridge Section, we have submitted stipulations through the material removal permits, and this should suffice for protection of fish life.

Regarding Blind Slough Bridge (FAS 757), we submitted recommendations via a letter on January 17, 1972, asking that construction in and adjacent to the water be confined to a period from June 1 to September 1 in the interests of both fish life and the angling public.

On Bully Creek Bridge Section (FAS 23-107), we do not anticipate any wildlife resource problems.

We will reply as soon as possible on Fern Rock Creek-South Fork Gales Creek Section, after our district biologist has reviewed the plan.

Thank you for the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1972
FISH
COMMISSION

FOR FILE

7816

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

June 6, 1972

cc: E. S. Hunter
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
L. W. Rulien (4)
J. B. Boyd (6)

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter dated May 31, 1972 have been examined.

1. Clear Creek Bridge
2. Sanderson Bridge
3. Blind Slough Bridge

NOTED
E. S. HUNTER

The above three proposals are located on streams which require fish passage during construction. Also, we are concerned that water quality standards be maintained in these streams.

Our comments regarding item 4, Fern Rock Creek will be forthcoming pending review by our area biologist.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up ___/___/___
Other

fas 757

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 1, 1972

TO Mr. H. S. Cox
County-City Engineer

FROM L. L. Wallace
L. L. Wallace
Bridge Design Engineer

SUBJECT
Blind Slough Bridge
Blind Slough Bridge Section
Barendse Road
Clatsop County, Bridge 11138A

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Here are two prints of the preliminary plan and elevation for the subject structure. The estimated cost of the structure only, based on approximate quantities and including an allowance for engineering and contingencies, is $270,000.

Please forward this to the County for their approval.

JMT:dh
Attachment

cc R. W. Ellison

Should be 350,000 ?

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 24, 1972

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Donald R. Byard
Environmental Director

SUBJECT Blind Slough Bridge Section
Barendse Road, FAS 757
Clatsop County

Humbug Creek Bridge Section
Lower Nehalem Road, FAS 912
Clatsop County

File

RECEIVED
COUNTY & CITY SECTION
MAY 26 1972
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ BE
☐ BPE ☐ CE ☐ RE ☐ RPE ☐

The subject environmental statements in the form of negative declarations have been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you agree, please sign four copies and return same to this office for submission to FHWA for concurrence.

Attachments

GAP:dg

cc F. L. Hall
R. E. Royer
V. D. Wolfe
H. S. Cox
G. A. Potter
B. L. Gifford

✓

fas 757
Clatsop Co

1

OREGON STATE HIGHWAY DIVISION

7816

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 24, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Blind Slough Bridge Section
Barendse Road, FAS 757
Clatsop County

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is at a location where Barendse Road crosses Blind Slough approximately four miles northwest of Knappa Junction and 1.4 miles south of the Brownsmead community in northwest Clatsop County.

The proposal consists of replacing an existing timber bridge with a modern structure. The new structure will consist of a reinforced concrete deck approximately 450 feet long and 28 feet wide, on either treated timber or concrete pile bents. Construction of the approach fills, installation of necessary guardrail and removal of the existing bridge will be a part of the project. Clatsop County will construct the base and wearing surface on the approaches, and obtain all necessary rights-of-way and easements.

PURPOSE OF PROJECT The purpose of the project is to replace an obsolete timber bridge, to provide safety and convenience to the road user, and to improve the transportation system of Clatsop County.

DISCUSSION OF ENVIRONMENTAL IMPACTS Barendse Road is considered principally as a farm-to-market route. In addition, school bus and mail services are provided as well as recreation, travel and minor commercial use. The most noticeable impact will be i[redacted] providing a safe and convenient route for the traveling public and a benefit to the County in reduced maintenance costs.

RECEIVED
COUNTY & CITY SECTION
JUN 28 1972
☐ ENGR. ☒ COOR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

NOTED
R. D. ASBURRY

RECEIVED
JUN 27 1972
PROGRAMING SECTION

The proposed project will require the acquisition of additional right-of-way; however, no one will be required to be relocated from his farm, home, or business. No farm operation will be impaired and all existing road approaches will be restored. Minor adjustments will be made to aerial and underground utilities.

There are no public park and recreation facilities, or registered historic sites affected by the project, nor are there any wildlife refuges that will be adversely affected.

During construction of the project, all necessary pollution control methods will be used to ensure that Blind Slough and the surrounding natural environment will remain unimpaired. Federal, State, and local regulations concerning erosion control, air pollution, and water quality will be enforced. Temporary and permanent methods of pollution control measures will be used, such as seeding and mulching or riprapping of slopes, protection against siltation and water turbidity, and prevention of waste and deleterious materials from entering the water or shore areas. All parts of the existing bridge will be removed down to or below the natural bottom of the waterway; and all work shall be so conducted that the free navigation of Blind Slough is not unreasonably interferred with and the present navigable depths are not impaired.

In order to continue the present free navigation of the waterway, the proposed structure will contain a 50-foot lift span at the same location of the lift span on the existing bridge, and a minimum elevation of 21 feet at the bottom of the beams will be retained.

Clatsop County afforded the opportunity for a public hearing, but none was requested or held.

Inconvenience to the traveling public will occur while the road is closed during construction; however, alternate routes are available until the new facility is completed. Adequate signing and flagging for the temporary direction and protection of traffic will be provided.

Footpaths or bicycle trails are not planned due to the lack of need or probable use, the isolation of the area, sparsity of population, and the absence of any similar facilities adjacent to the project.

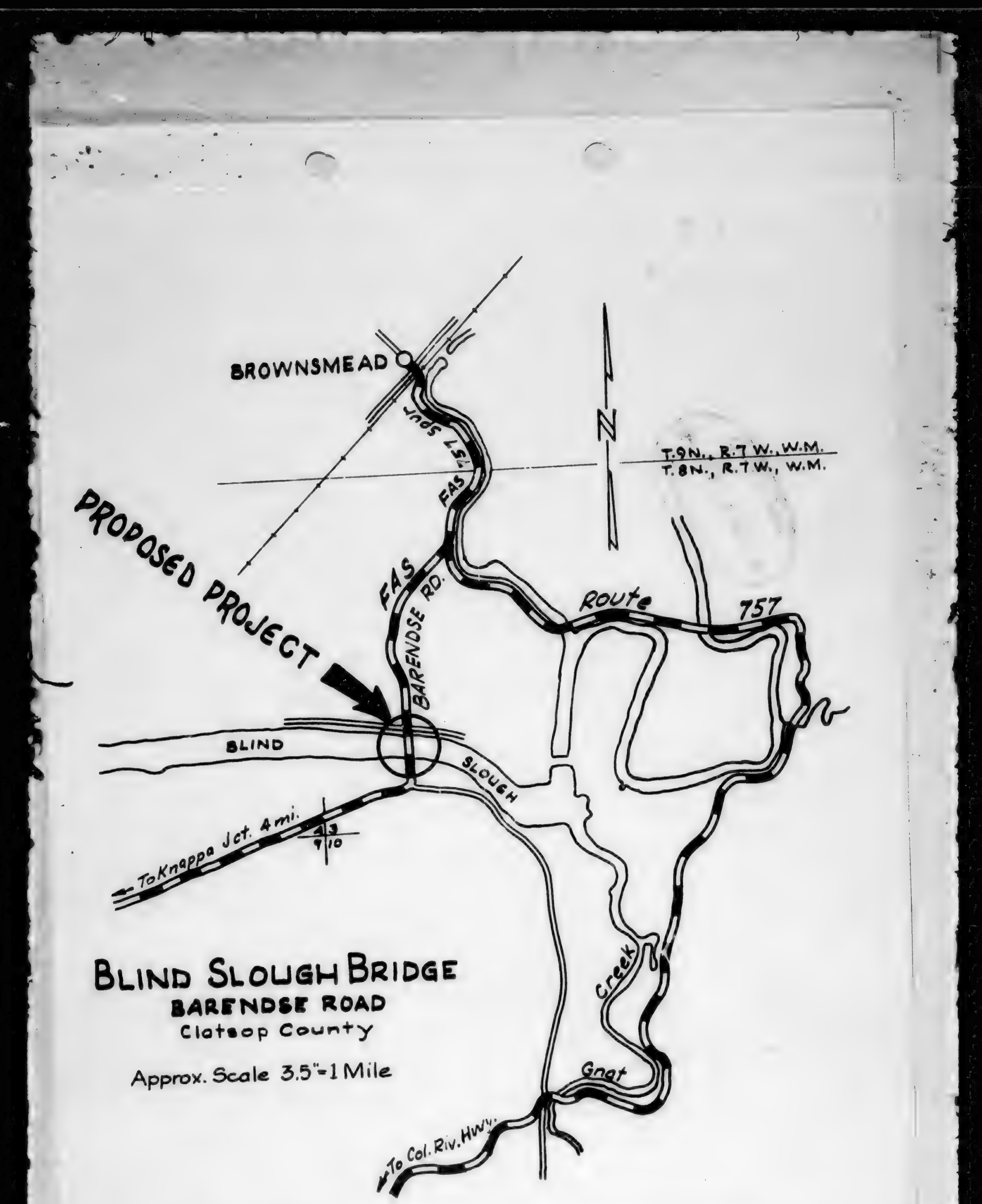
BASIS FOR NEGATIVE DECLARATION The proposed project is an important element in Clatsop County's transportation system and is necessary for public safety. The benefits of the finished project will outweigh any temporary inconvenience to the road user and the minor loss of private land. The detrimental impact, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Clatsop County; and your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur _____ Date JUN 26 1972
Division Engineer

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
W. J. Hart
R. E. Royer
V. D. Wolfe
L. H. Young
R. N. Chase
J. B. Boyd



BLIND SLOUGH BRIDGE

BARENDSE ROAD

Clatsop County

Approx. Scale 3.5"=1 Mile

RECEIVED
FOR FILING

FORM E-30 (REV. 10-69)

7816

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 16, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

SUBJECT: Blind Slough Bridge Section
Barendse Road, FAS 757
Clatsop County

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23 U.S.C.

We have on file Affidavits of Publication and letters from Clatsop County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By
Robert H. Prange
Rural Engineer

5-16-72
Co.-City

RHP:ljt
Att.

cc: George Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
Victor Wolfe
F. L. Hall
R. N. Chase

RECEIVED
MAY 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BP*52478-734

MEMO TO FILES

Re: Hearing Certification
Blind Slough Bridge Section
Barendse Road, FAS 757
Clatsop County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Blind Slough Bridge Section of Barendse Road, FAS 757, in Clatsop County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Clatsop County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By J. J. Klobe
Deputy State Highway Engineer

Date 5-16-72

RHP:ljt
5/16/72

SALEM, OREGON
May 16, 1972

Mr. F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

Blind Slough Bridge Section
Barendse Road, FAS 757
Clatsop County

Attached for your signature are two copies of a hearing certification required by Section 128, Title 23 U.S.C.

We have on file Affidavits of Publication and letters from Clatsop County stating that the opportunity for a public hearing was afforded the public relative to the proposed project and that no one requested a hearing.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Att.

cc: George Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
Victor Wolfe
F. L. Hall
R. N. Chase

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ P ☐

c: George Baldwin, Tom Edwards, F. B. Klaboe, A. E. Johnson, E. S. Hunter, F. L. Hall, W. J. Hart, R. E. Royer, V. D. Wolfe, L. H. Young, R. N. Chase, J. B. Boyd

May 15, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Negative Declaration
Blind Slough Bridge Section
Barendse Road, FAS 757
Clatsop County

Dear Mr. Simpson:

This negative declaration is preceding our location and design approval for the subject FAS-C project.

The proposed project is at a location where Barendse Road crosses Blind Slough approximately four miles northwest of Knappa Junction and 1.4 miles south of the Brownsmead community in northwest Clatsop County.

The proposal consists of replacing an existing timber bridge with a modern structure. The new structure will consist of a reinforced concrete deck approximately 450 feet long and 28 feet wide, on either treated timber or concrete pile bents. Construction of the approach fills, installation of necessary guardrail and removal of the existing bridge will be a part of the project. Clatsop County will construct the base and wearing surface on the approaches, and obtain all necessary rights-of-way and easements.

The purpose of the project is to replace an existing unsafe timber bridge, to provide safety and convenience to the road user, and to enhance the transportation system of Clatsop County.

Barendse Road is considered principally as a farm-to-market route. In addition, school bus and mail services are provided as well as recreation, travel and minor commercial use. The most noticeable impact will be in providing a safe and convenient route for the traveling public and a benefit to the County in reduced maintenance costs.

The proposed project will require the acquisition of additional right-of-way; however, no one will be required to be relocated from his farm, home, or business. No farm operation will be impaired and all accesses will be restored in a like or better condition. Minor adjustments will be made to aerial and underground utilities.

There are no public park and recreation facilities, or registered historic sites directly affected by the project, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

During construction of the project, all necessary pollution control methods will be used to ensure that Blind Slough, its aquatic habitat, and the surrounding natural environment will remain unimpaired. Federal, State, and local regulations concerning erosion control, air pollution, and water quality will be enforced. Temporary and permanent methods of pollution control measures will be used, such as seeding and mulching or riprapping of slopes, protection against siltation and water turbidity, and prevention of waste and deleterious materials from entering the water or shore areas. All parts of the existing bridge will be removed down to or below the natural bottom of the waterway; and all work shall be so conducted that the free navigation of Blind Slough is not unreasonably interferred with and the present navigable depths are not impaired.

In order to continue the present free navigation of the waterway, the proposed structure will contain a 50-foot lift span at the same location of the lift span on the existing bridge, and a minimum elevation of 21 feet at the bottom of the beams will be retained.

Clatsop County afforded the opportunity for a public hearing and no one requested a hearing; therefore, none was held.

Minor inconvenience to the traveling public will occur while the road is closed during construction; however, alternate routes are available until the new facility is completed. Adequate signing and flagging for the temporary direction and protection of traffic will be provided.

Footpaths or bicycle trails are not planned due to the lack of need or probable use, the isolation of the area, sparcity of population, and the absence of any similar facilities adjacent to the project.

The proposed project is an important element in Clatsop County's transportation system and is necessary for public safety. The benefits of the finished project will outweigh any temporary inconvenience to the road user and the minor loss of private land. The detrimental impact, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Clatsop County; and your concurrence is respectfully requested.

Very truly yours,

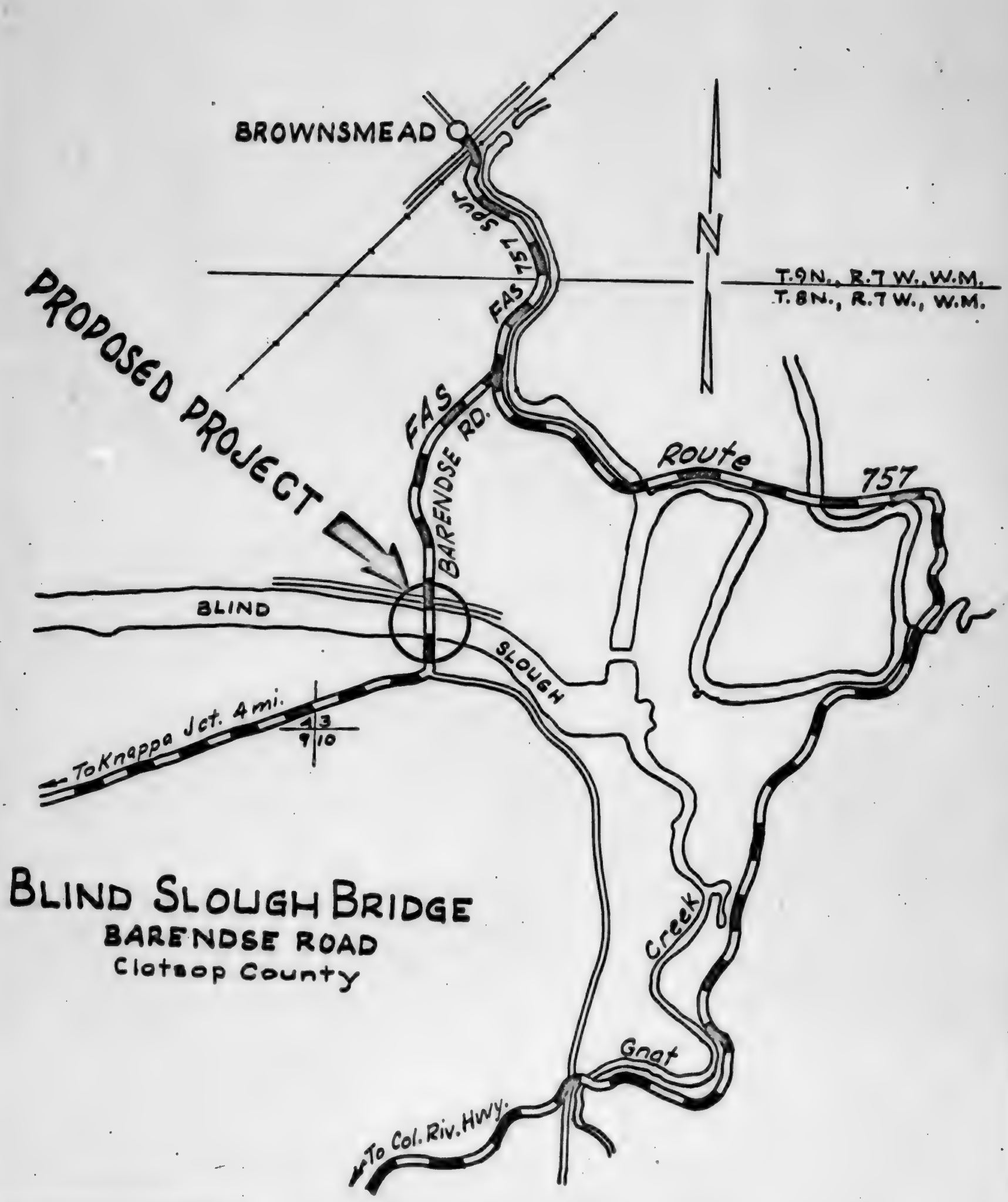
George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway Div.

Concur_____ Date_____
Division Engineer



BLIND SLOUGH BRIDGE

BARENDSE ROAD

Clatsop County

RECEIVED
MAY 12 1972
FOR FILING
#7816

May 11, 1972

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Blind Slough Bridge
FAS 757
Clatsop County

If your agency needs additional information or wishes to comment on these proposals, please advise the Programing Section, State Highway Division, Salem, Oregon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic & Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
R. N. Chase
B. L. Gifford

RECEIVED
MAY 12 1972
FOR FILING
7816

May 11, 1972

Clatsop-Tillamook Intergovernmental Council
P. O. Box 266
Tillamook, Oregon 97141

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary

Blind Slough Bridge
FAS 757
Clatsop County

The estimated date of filing for federal-aid funds on this project is June 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
E. L. Everton
J. B. Boyd

RECEIVED
MAY 12 1972
FOR FILING

7816

May 11, 1972

Executive Department
Federal Aid Coordination Unit
320 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 1

Federal Aid Secondary

Blind Slough Bridge
PAS 757
Clatsop County

The estimated date of filing for federal-aid funds on this project is June 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
W. J. Hart
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
E. L. Everton
J. B. Boyd

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45	46] DIVISION [79		
	State Highway Division	Dept. of Transportation		
03	12] APPLICANT ADDRESS STREET [45	46] CITY [60	76] ZIP [80	
	State Highway Building	Salem,	97310	
04	12] CONTACT PERSON [45	46] AREA CODE [48	49] PHONE [55	56] EXTENSION [59
	L. H. Young	503	378	6563
01	12] PROJECT TITLE [71			
	Blind Slough Bridge FAS-757 District 1			
11	12] PROJECT LOCATION CITY [45	46] PROJECT LOCATION COUNTY [79		
	Barendse Road	Clatsop		
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71			
	Project involves preliminary engineering, acquisition of right-of-way,			
06	12] [71			
	grading, paving, structure and incidental work to accomplish the			
07	12] [71			
	replacement of the existing bridge with a reinforced concrete bridge			
08	12] [71			
	28 feet in width. This project is proposed by Clatsop County.			
09	12] [71			
10	12] [71			

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
270,000		180,000			450,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71	
	Title 23 U.S.C. Highways	
15	12] FEDERAL AGENCY NAME [45	46] FEDERAL SUB-AGENCY NAME [79
	Dept. of Transportation	Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	[X] 35	☐ 36	☐ 37	[X] 38	☐ 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	6	15	72

ADDITIONAL INFORMATION – ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) _____

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 11, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date: _____

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN _____

VII. (a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 2
(c) State Senatorial District(s) Number(s) 1

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

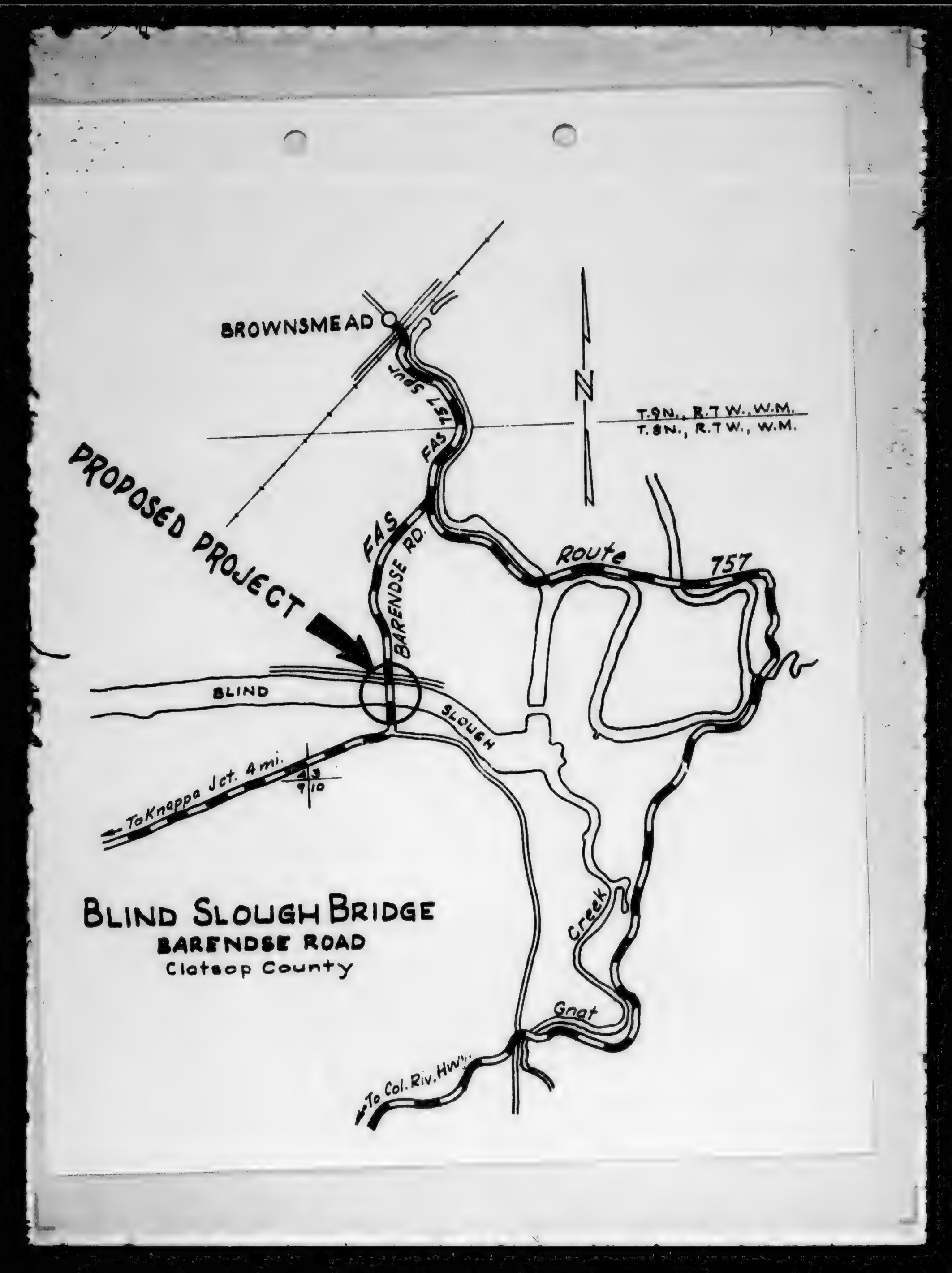
(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS



BLIND SLOUGH BRIDGE

BARENDSE ROAD

Clatsop County

ENGR. COOR. OE RE RPE
OPE CE RE RPE

May 5, 1972

Board of Commissioners
Clatsop County Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley
Roadmaster

Re: Blind Slough (Barendse Road)
Bridge Section, FAS 757
Clatsop County

Gentlemen:

Enclosed are three copies of four descriptions and three copies of the right-of-way map 1R-4-513 for subject project.

When you have completed the negotiations for these properties, would you please send us a copy of the deed for each with the recording date noted thereon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

April 26, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attn: H. S. Cox
County and City Engineer

Dear Mr. Cox:

Enclosed find copies of affidavits of publication regarding hearings for construction of the Blind Slough Bridge.

The County received no requests, therefore a public hearing was not held, and no informal meetings were held.

The County has considered the social, environmental and economics of the location and design and finds the project compatible to land use and to planned arterial systems.

Very truly yours,

H. M. Olsvick

H. M. Olsvick
County Engineer

RECEIVED
COUNTY & CITY SECTION
APR 27 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

HMO/jc
Enc.

AB 897
ROAD HEARING NOTICE

Notice is hereby given that Clatsop County has proposed plans for future right-of-way acquisition and construction on the Blind Slough Bridge Section of Barendse Road lying near the community of Brownsmead, Clatsop County, Oregon.

The proposal consists of constructing a reinforced concrete bridge approximately 450 feet long and 28 feet wide, plus constructing the approaches and installing necessary guard rail.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic, and enviornmental effects of the proposed location and design for this highway project by delivering a written request to the Clatsop County Board of Commissioners on or before April 12, 1972.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Maps, drawings, and other information about the proposed project are available at the Clatsop County Courthouse for inspection and copying. A statement regarding the environmental effects the proposal will have on the area is also available at the County Courthouse for review and information.

Publication Dates: March 16, 23, 1972

AFFIDAVIT OF PUBLICATION

STATE OF OREGON, }
COUNTY OF CLATSOP. } ss.

I, Jeannine Oppenlander being first duly sworn, depose and say that I am the principal clerk of the manager of the DAILY ASTORIAN, a newspaper of general circulation, as defined by section ORS 193.010 and 193.020 Oregon Compiled Laws, Annotated, printed and published daily at Astoria in the aforesaid county and state; that the Road Hearing Notice

....., a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two ~~successive and consecutive~~ time in the following issues March 16, 23, 1972

Signed Jeannine Oppenlander

Subscribed and sworn to before me this 24 day of March, A.D. 19 72.

Kay Cox

Notary Public for Oregon.

NOTARY PUBLIC FOR OREGON
My Commission Expires May 15, 1974

RECEIVED
COUNTY & CITY SECTION
APR 27 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SEASIDE SIGNAL

SEASIDE, OREGON

39
.40833
15.93

STATE OF OREGON
COUNTY OF CLATSOP } SS.

I, Graham Doar, being first duly sworn, depose and say that I am the ~~editor~~/office manager of the Seaside Signal, a newspaper of general circulation, as defined by Sections 193.010, 193.020, Oregon Revised Statutes, printed and published at Seaside in the aforesaid county and state, and that the Rd hrng. nte - Clatsop Co. - Blind Slough bridge a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two (2) successive and consecutive weeks in the following issues Mar 16, 23, 1972

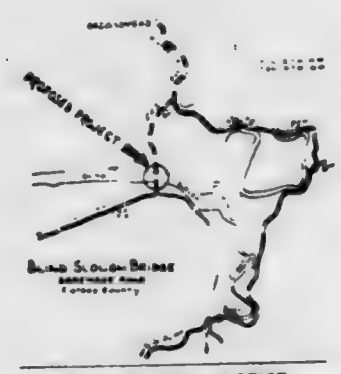
Graham Doar

Subscribed and sworn to before me this 26th day of Apr, 1972

Notary Public for Oregon

My Commission expires 7th day of Sept, 1975

Public Notice



ROAD HEARING NOTICE

Notice is hereby given that Clatsop County has proposed plans for future right-of way acquisition and construction on the Blind Slough Bridge Section of Barendse Road lying near the community of Brownsmead, Clatsop County, Oregon.

The proposal consists of constructing a reinforceed concrete bridge approximately 450 feet long and 28 feet wide, plus constructing the approaches and installing necessary guard rail.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covernng the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Clatsop County Board of Commissioners on or before April 12, 1972

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Maps, drawings, and other information about the proposed project are available at the Clatsop County Courthouse for inspection and copying. A statement regarding the environmental effects the proposal will have on the area is also available at the County Courthouse for review and information.

Publish March 16, 23, 1972.

RECEIVED
COUNTY & CITY SECTION
APR 27 1972
☐ EMGR. ☐ CSOB. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Mar 14, 1972

To Whom it May Concern:

In compliance with Federal regulations and State statues pertaining to construction of bridge, roadways and this type of work; the following information regarding the proposed construction of the Blind Slough Bridge is available for discussion, and approval request.

LOCATION AND DESCRIPTION OF PROJECT — The proposed project is located on Blind Slough Bridge Section of Barendse Road lying near the community of Brownsmead, Clatsop County, Oregon.

The proposal consists of replacing an existing wooden bridge over Blind Slough with a reinforced concrete bridge 28 feet wide and approximately 450 feet long plus construction of the approaches and installing necessary guard rail, all on existing alignment. Clatsop County will acquire all necessary right-of-way and easements.

PURPOSE OF PROJECT — The purpose of the project is to replace an existing deteriorated wooden bridge built in 1939.

DISCUSSION OF ENVIRONMENTAL IMPACTS — The proposed project will provide Clatsop County with a facility that will be safer, more aesthetically pleasing and a benefit to the County's transportation system. There will also be a benefit to the County in reduced maintenance costs.

Additional right-of-way will be required; however the property to be acquired is agricultural and the loss of tillable land will be held to a minimum.

All necessary precaution will be taken during construction of the project so that there will be a very minimal, if any, detrimental impact on the slough, its aquatic resources, and the natural environment in general.

There are no recreation facilities or wildlife nesting or feeding grounds which will be affected by the project. Right-of-way acquistions will not require the relocation of any person from his home, farm or business location and all access points will be restored in a like or better manner. There are aerial and underground utility systems which may require adjustments.

No major inconvenience will occur to the road users during construction because there are alternate roads for use during the construction period until the new facility is completed. Adequate signing and flagging for the temporary protection of traffic will be provided.

BASIS FOR NEGATIVE DECLARATION — The proposed project is an important element in Clatsop County's road system. The benefits of the finished project will outweigh any temporary inconvenience to the road user and minor loss of private land. The detrimental impact, if any, to the local environment will be negligible; therefore, approval of this negative declaration is justified.

RECEIVED
COUNTY & CITY SECTION
APR 27 1972
☐ ENGR. ☐ ENGR. ☐ ☐ ☐
☐ OPE ☐ CE ☐ RE ☐ MPE ☐

RECEIVED
COUNTY & CITY SECTION
MAR 14 1972
ENGR. CONST. OE AE UE
UPE CE RE RPE

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

DAILY ASTORIAN
Astoria, Oregon 97103

SEASIDE SIGNAL
Seaside, Oregon 97138

Attention: Classified Ad Department

Gentlemen:

Attached is Clatsop County's notice to interested parties in or near the community of Brownsmead, Clatsop County, Oregon, relative to its proposal for the Blind Slough Bridge Section of Barendse Road. The proposed routing is approximately as shown shaded on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on March 16th and March 23rd, 1972. Please submit your billing in triplicate to Clatsop County and attach one copy of an affidavit of publication for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom may not read your classified columns. It would be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you.

Very Truly Yours,

Mary Hay

MARY HAY, County Clerk

MH/jc
Att: Notice - Map
cc: County & City Section OSHD

ROAD HEARING NOTICE

Notice is hereby given that Clatsop County has proposed plans for future right-of-way acquisition and construction on the Blind Slough Bridge Section of Barendse Road lying near the community of Brownsmead, Clatsop County, Oregon.

The proposal consists of constructing a reinforced concrete bridge approximately 450 feet long and 28 feet wide, plus constructing the approaches and installing necessary guard rail.

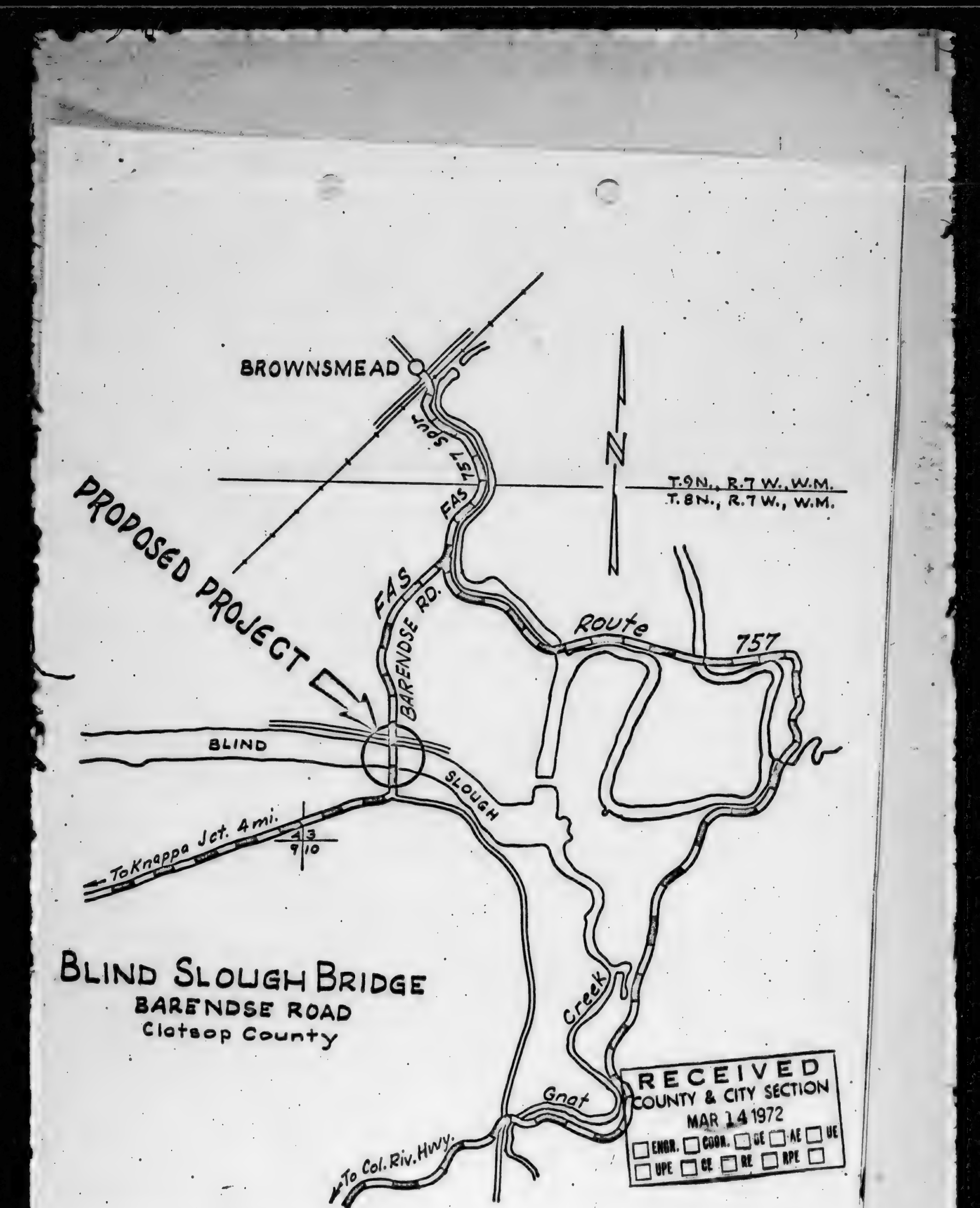
This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Clatsop County Board of Commissioners on or before April 12, 1972.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Maps, drawings, and other information about the proposed project are available at the Clatsop County Courthouse for inspection and copying. A statement regarding the environmental effects the proposal will have on the area is also available at the County Courthouse for review and information.

RECEIVED
COUNTY & CITY SECTION
MAR 14 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



BLIND SLOUGH BRIDGE

BARENDSE ROAD

Clatsop County

RECEIVED
COUNTY & CITY SECTION
MAR 14 1972
☐ ENGR. ☐ CONR. ☐ CE ☐ RE ☐ RPE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

March 14, 1972

To Whom it May Concern:

In compliance with Federal regulations and State statues pertaining to construction of bridge, roadways and this type of work; the following information regarding the proposed construction of the Blind Slough Bridge is available for discussion, and approval request.

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BASIS FOR NEGATIVE DECLARATION — The proposed project is an important element in Clatsop County's road system. The benefits of the finished project will outweight any temporary inconvenience to the road user and minor loss of private land. The detrimental impact, if any, to the local environment will be negligible; therefore, approval of this negative declaration is justified.

SALEM, OREGON
February 24, 1972

Mr. Victor D. Wolfe
Location Engineer

B U I L D I N G

Attn: Mr. P. L. Carstensen

Blind Slough (Barendse Road) Bridge Sect.
FAS 757
Clatsop County

The survey data for subject project has been examined and has been found to be consistent with the project request by the county and approved by the Highway Commission, except that the county has requested that the grading of the approach and connections be included as part of the project. The county will do the surfacing and paving.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

RECEIVED
JAN 26 1972
FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7816

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

January 17, 1972

RECEIVED
JAN 19 1972
DESIGN
SECTION

State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

This letter is relative to the location prospectus for:

Blind Slough Bridge Section, Barendse Road
FAS 757, Clatsop County

Blind Slough is an access route for various species of salmonids. We are concerned with both upstream and downstream migrants. With the protection of fishery protection in mind, we recommend that the construction in and adjacent to the stream which would cause turbidity be confined to a period from June 1 to September 1. This would greatly benefit the resource and the public interest.

Thank you for giving us this opportunity to comment. The Fish Commission of Oregon has been contacted and concurs with our comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

cc's sent 1-19-72

E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
F. E. Terpin
W. H. Tebeau
J. H. Versteeg (2)

RECEIVED
JAN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DEC 31 1971
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
December 30, 1971
Info-Ed.
Surname

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc's sent 1-12-72

E. S. Hunter
L. H. Young
W. J. Hart. (3)
C. G. Swenson
F. E. Terpin (3)
W. H. Tebeau
W. E. Schwartz (4)
J. E. Versteeg (2)

Dear Mr. Schoning:

Attached are Location Prospectuses for the Scott Canyon Creek Section of FAS 440 in Gilliam County, the Juniper Canyon Creek Section of FAS 446 in Gilliam County, and the Blind Slough Bridge Section of FAS 757 in Clatsop County.

These prospectuses are forwarded to satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

R. L. Porter
State Highway Engineer

By Victor D. Wolfe

Victor D. Wolfe
Location Engineer

Attachments

SNR 1-7-72

RECEIVED
JAN 12 1972
LOCATION
SECTION

Dear Mr. Wolfe,
The narratives indicate the state will construct the bridges & the county will do the approaches, detours
Some counties apparently are not aware of our concern on maintaining fish & water quality in the streams during construction periods. They should be encouraged to maintain the same high standards of protection as the Hwy. dept.
BURT Carnegie

RECEIVED
DEC 31 1971

OREGON STATE HIGHWAY DIVISION

7816

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 30, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Mr. Schoning:

Attached are Location Prospectuses for the Scott Canyon Creek Section of FAS 440 in Gilliam County, the Juniper Canyon Creek Section of FAS 446 in Gilliam County, and the Blind Slough Bridge Section of FAS 757 in Clatsop County.

These prospectuses are forwarded to satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Victor D. Wolfe
Location Engineer

Attachments

mc

bc F. B. Klaboe
L. H. Young
C. G. Swenson
F. E. Terpin
W. H. Tebeau
C. G. Swenson
J. B. Boyd
H. S. Coulter

RECEIVED

RECEIVED
DEC 30 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 30, 1971

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

NOTED
F. B. KLABOE

Dear Mr. McKean:

Attached are Location Prospectuses for the Scott Canyon Creek Section of FAS 440 in Gilliam County, the Juniper Canyon Creek Section of FAS 446 in Gilliam County, and the Blind Slough Bridge Section of FAS 757 in Clatsop County.

These prospectuses are forwarded to satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

R. L. Porter
State Highway Engineer

By
Victor D. Wolfe
Location Engineer

Attachments

mc

bc F. B. Klaboe
L. H. Young
C. G. Swenson
F. E. Terpin
W. H. Tebeau
C. G. Swenson
J. B. Boyd
H. S. Coulter

RECEIVED

RECEIVED

FOR

#7816

PREFIX NO. 504-1402

12-22-71

LOCATION PROSPECTUS
BLIND SLOUGH BRIDGE SECTION
BARENDSE ROAD, FAS 757
CLATSOP COUNTY

HIGHWAY: This is a Federal-aid Secondary County Road known as Barendse Road, FAS 757.

TERMINI: Approximately one-quarter mile each way from the center of the existing bridge across Blind Slough. The project is approximately two miles northerly along the existing county road down Gnat Creek, said road joining the Columbia River Highway at M.P. 77.25.

LENGTH: The total overall length of the survey will be one-half mile with no equations.

NARRATIVE: The purpose of the survey is to prepare plans, specifications and estimate of cost to construct a new bridge across Blind Slough, this structure to be in the same location as the existing structure which will have to be removed by the contractor prior to the beginning of the new bridge. The road may be closed during construction. No reconnaissance is necessary. Foundation exploration will be necessary. The pier footings may have to be set on pilings as there appears to be no rock in the area. No special drainage problems are anticipated. No economic analysis is necessary. There are no airports which will be affected. The survey is requested by the County. The County has the permits and requirements from the Corps of Engineers and the Coast Guard, copies of which will be sent in with the estimate. It will be necessary for the bridge contractor to furnish and place riprap on the banks during the construction as well as furnish and place guard rail for the approaches which will be constructed by the County.

CHARACTERISTICS: Present ADT 230; projected--unknown. Estimated rise and fall is 10 feet. No central angle. These will be approximately the same for the new structure as the old due to navigational clearance requirements.

STANDARDS: This will be a Class F road. The County request is for a 28-foot width with no sidewalks.

TYPICAL SECTION: Two 12-foot travel lanes with 2-foot shoulders.

BRIDGE: Width is 28 feet with no sidewalks. The existing bridge will have to be removed prior to the construction of the new bridge. This work is to be done by the constractor.

ACCESS: No access control.

SURFACING: To be done by the County. Field suggested design:

0 - 11 oil mat	1-1/4"
Crushed level course	2 "
Pit run base	10 "
Total	13-1/4"

MATERIAL SOURCE: For the bridge, local concrete plants in Astoria with a haul distance of roughly 16 miles. Riprap may be obtained from a commercial source known as the Hidden Quarry located up Rock Creek about three miles away.

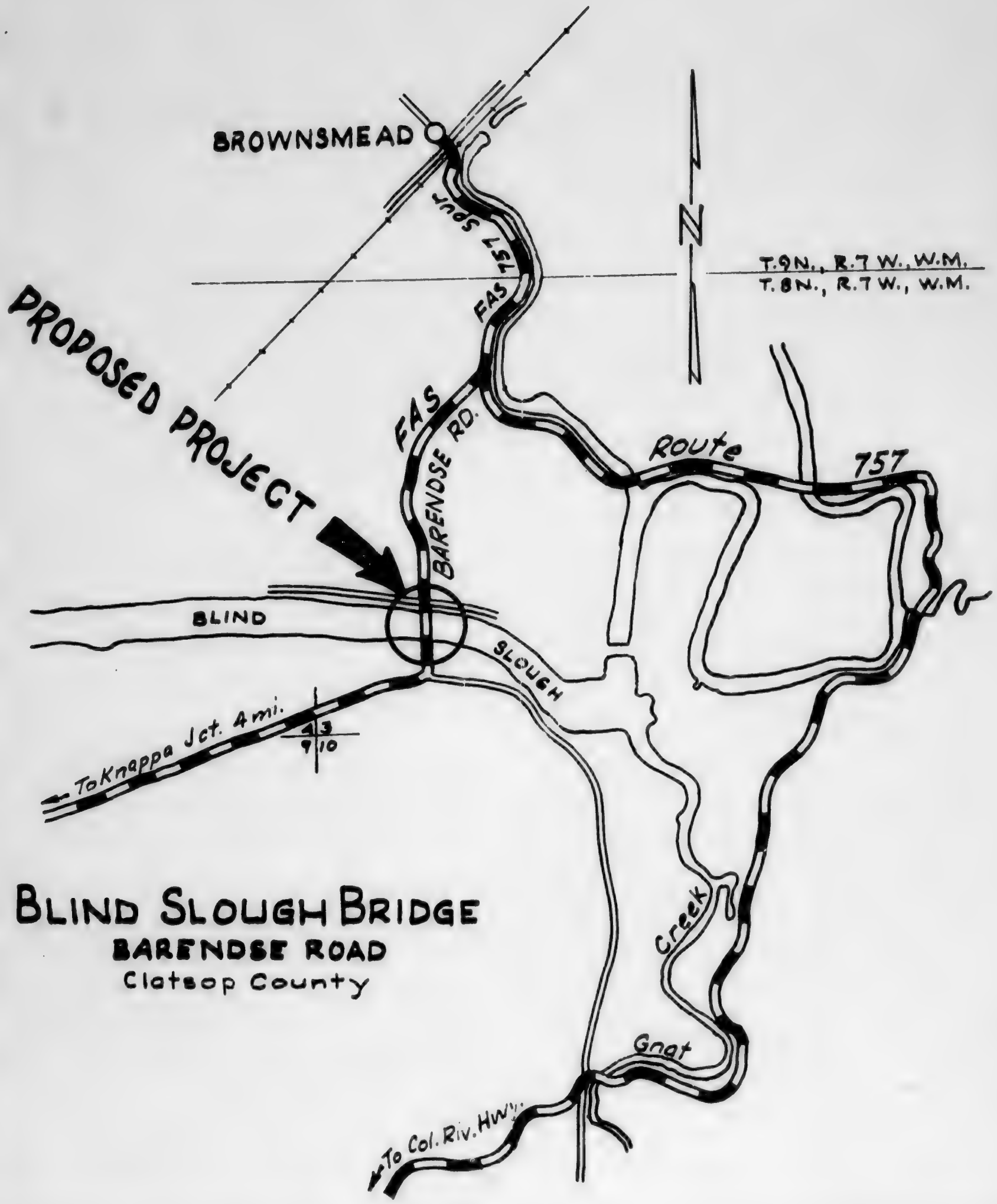
ADD'L FACILITIES: None.

AGREEMENTS: Required between State and County. No hearings required. Disposition of existing facility to be handled by the contractor.

PARKS: None.

December 22, 1971
Attachment

cc: Oregon State Game Commission
Federal Hwy Administration (3)
R. L. Porter
A. E. Johnson
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
V. D. Wolfe
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
R. W. Prentiss
R. E. Royer
W. H. Tebeau
G. C. Wills
Fish Commission of Oregon
J. B. Boyd (4)
F. B. Klaboe
E. S. Hunter
F. B. Crandall
I. D. Merchant (4)
F. D. Morgan
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
J. A. Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)



BLIND SLOUGH BRIDGE

BARENDSE ROAD

Clatsop County

RECEIVED
COUNTY & CITY SECTION
NOV 12 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

November 11, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Blind Slough Bridge Section
Barendse Road, FAS 757
Clatsop County

Clatsop County is requesting that some of their Federal funds be used as their 20% share of matching funds for the construction costs of the Blind Slough Bridge. This means that this project will be financed with 80% Federal funds and 20% State funds.

The County is making their request because the funds they had budgeted for this bridge were used for the repairs for the January storm. To make matters worse for them, they must also replace the Humbug Creek Bridge at this time. It is estimated that the Blind Slough Bridge will cost approximately $450,000. The 20% County share will be approximately $90,000.

Your earliest consideration of this matter is requested because we hope to submit this project to the Highway Commission for approval at the November 24, 1971 meeting.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Orig to Cf 11-12-71

11/14/71
Approved
Asst. State Hwy. Engr.

RECEIVED
NOV 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

November 8, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97103

Re: Blind Slough Bridge Section
FAS 757
Clatsop County

Dear Sir:

Enclosed herein signed copy of form regarding application for advancement of Federal allocation of FAS funds for fiscal years 1974, 1975 and 1976.

We are requesting this 80% participation due to the necessity of having to construct both the Humbug and Blind Slough bridges at this time.

The financial condition of Clatsop County has been adversly affected by flooding and adverse weather conditions which have resulted in unanticipated expenses and depletion of available County matching funds.

Sincerely,

H. M. Olsvick

H. M. Olsvick, County Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 11 1971
☑ ENGR. ☑ GEOL. ☐ ☐ ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

HMO/jc

11 - 10 - 71

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

Clatsop County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 161,700.00. This is the estimated additional fund needed by Clatsop County for the Blind Slough Bridge Section on Brownsmead Road County Road, FAS 757. Since Clatsop County's annual Federal allocation is approximately $ 53,900, this represents all or a portion of its funds for the fiscal years 1974, 1975, 1976, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Clatsop County Court/Board of Commissioners at Astoria, Oregon, on November 10, 1971.

Clatsop County, by and through its County Court/Board of Commissioners

By _____ Judge/Chairman

By _____ Commissioner

By _____ Commissioner

RECEIVED
COUNTY & CITY SECTION
NOV 11 1971
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

October 8, 1971

Mr. John Dooley
Roadmaster
Courthouse
Astoria, Oregon 97103

Re: Humbug Creek (Lower Nehalem Road)
Bridge Section
FAS 912

Blind Slough (Barendse Road) Bridge
Section
FAS 757

Dear John,

This letter concerns the timing and financing of the two subject projects.

We have increased the estimated cost of Humbug Creek Bridge to $120,000 and will submit it to the Highway Commission for approval at the October 19 meeting. The estimate was increased because our people are very reluctant to reduce the length of the new bridge as you suggested until after they look into the situation.

To get the 80% Federal financing and the three-year advancement of your future Federal funds for the Blind Slough Bridge project we will have to have a letter from you so stating, and also why you need this. I suggest that you do not ask for these funds until after the next allocation, which should be here no later than December. By waiting, you will have the benefit of one additional year's funds.

If there are any questions about these matters, please call.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

September 30, 1971

Mr. John Dooley
Roadmaster
Courthouse
Astoria, Oregon 97103

Re: Humbug Creek (Lower Nehalem Road) Bridge Section
FAS 912

Blind Slough (Barendse Road) Bridge Section
FAS 757

Dear John,

We have received your request forms for the two subject projects, and will present them to the Highway Commission for approval early in 1972.

We cannot seek Highway Commission approval for your projects at this time because there are not sufficient funds remaining in this year's allocation to cover these projects. Next year's allocation is to be here no later than the end of December, so we hope to have your request approved by the Highway Commission at their first meeting in 1972.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 343
3 May 1971

Mr. Harold M. Olsvick
County Engineer
Clatsop County
Clatsop County Courthouse
Astoria, Oregon 97103

Dear Mr. Olsvick:

Enclosed is the permit for your replacement bridge over Blind Slough near Brownsmead, Oregon. The U. S. Department of Interior requested the permit for the bridge be conditioned on your compliance with their requirements. The Coast Guard does not place this type of requirement in a permit; however, you are cautioned that the Department of Interior has its own authority to enforce conditions during the construction period. Special Condition No. 3 of the permit lists your obligation toward other agencies having jurisdiction over other matters. A copy of the Department of Interior's letter of 21 January 1971 is also enclosed.

Should falsework be required, a separate permit will be necessary, which can be approved locally by Commander, Thirteenth Coast Guard District. It is requested you inform this office of the time of start of construction, completion of work, and furnish a completion statement stating the new bridge was constructed according to the approved plans, and that all parts of the old bridge not utilized in the new structure were completely removed down to or below the natural bed of the waterway.

This bridge has been exempted from the requirement for installation of navigation lights.

Sincerely,

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl. (1) Bridge Permit
(2) Copy of U.S.Dept.Interior ltr 21 Jan 1971

Copy to: U. S. Department of Interior

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT
U.S. COAST GUARD
WASHINGTON, D.C. 20591

BRIDGE PERMIT
(24-71)

27 April 1971

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS - CLATSOP COUNTY - has submitted plans and a map of location of a bridge to be constructed across Blind Slough near Brownsmead, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated December 1970 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

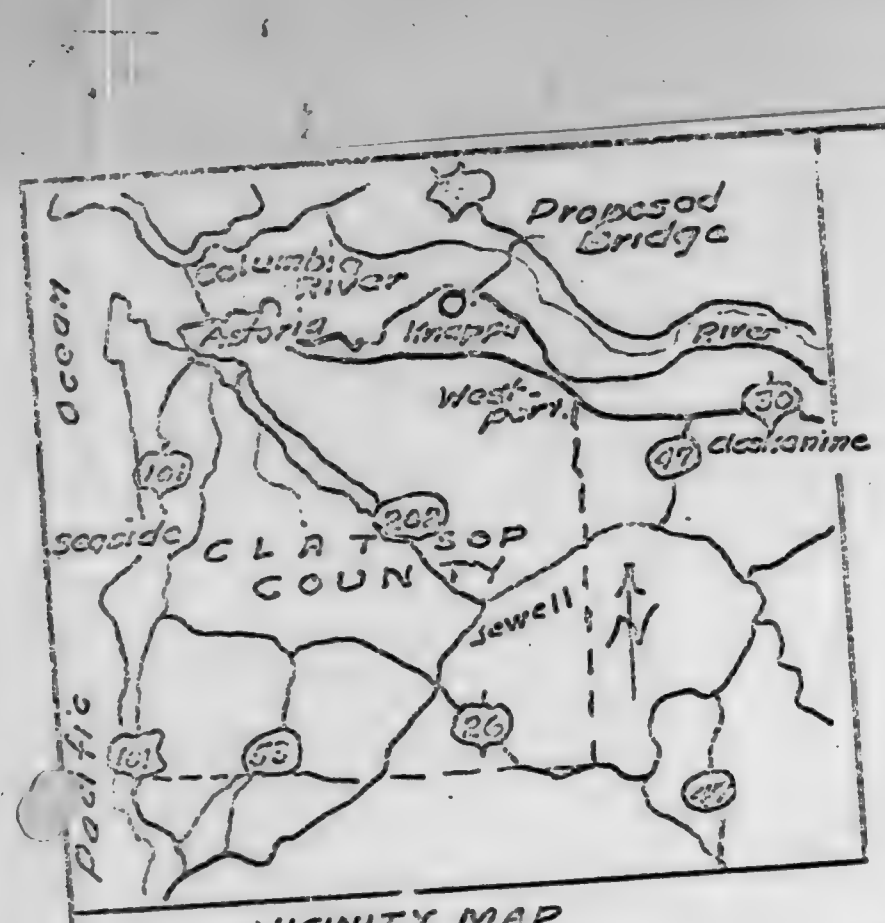
BRIDGE PERMIT: Bridge across Blind Slough near Brownsmead, Oregon
(24-71)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the Department of the Interior, Pacific Northwest Region, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing bridge, mile 2.0, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 90 days subsequent to the opening of the new bridge, mile 2.0, to traffic, will be allowed to remove such parts and to clear the waterway.

5. The approval hereby granted shall cease and be null and void unless the actual construction of the bridge is commenced within 2 years and completed within 4 years after the date of this permit.

P. A. YOST
Commander, U. S. Coast Guard
Chief, Bridge Branch



VICINITY MAP

0 5 10 15
Miles

LOCATION MAP

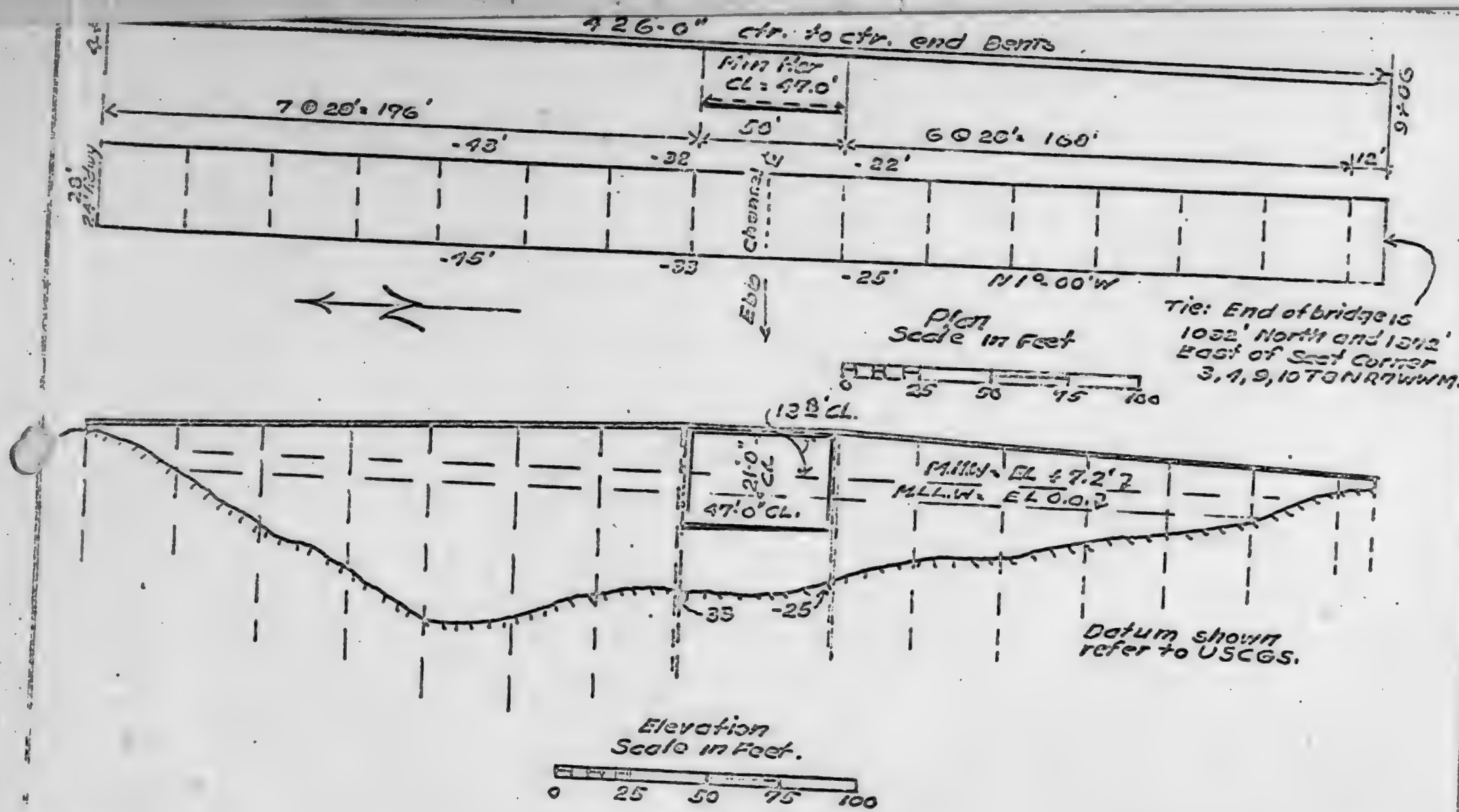
0 1/4 1/2 1 2
Miles

APPROVED
APR 27 1971
U.S.
COAST GUARD

Application by
CLATSOP COUNTY
ASTORIA, OREGON
Blind Slough Bridge

Location & Vicinity Map
Sheet 1 of 2 sheets

Sect. 3 T 8 N R 7 W W M Dec 1970



Proposed bridge to replace existing bridge. Existing bridge to be removed and new bridge constructed in some location, with removable span over channel.

APPROVED
APR 27 1971
U.S.
COAST GUARD

Application by
CLATSOP COUNTY
ASTORIA, OREGON
Blind Slough Bridge
Plan & Elevation
Sheet 2 of 2 sheets
Located in Sect 3, T 8 N R 7 W W M

Dec, 1970

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

January 26, 1971

Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Re: Public Notice 70-33
Proposed replacement bridge
over BLIND SLOUGH at Mile 2.0
nr Brownsmead, Oregon

Dear Sir:

The Department of the Interior opposes the issuance of this permit until the applicant agrees in writing to the five (5) conditions as outlined in the attached copy of a memorandum from the Bureau of Sport Fisheries and Wildlife dated January 21, 1971.

Once these assurances have been received by this office in writing, the Department of the Interior will review its objection to the issuance of this permit.

Sincerely,

L. B. Day
Field Representative

Attachment:

cc: Messrs. Agee, Burroughs, Cleaver, Findlay, Overly, Rutter, Simmons

COPY

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
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cc: Messrs. Agee, Burroughs, Cleaver, Findlay, Overly, Rutter, Simmons

COPY
FULCSUM NO.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
BUREAU OF SPORT FISHERIES AND WILDLIFE

730 N. E. PACIFIC STREET
P. O. BOX 3737
PORTLAND, OREGON 97208

MEMORANDUM

January 21, 1971

To : Field Representative, Office of the Secretary, Pacific Northwest Region, U.S. Department of Interior, Portland

From : Assistant Regional Director, BSFW, Portland

Subject: Public Notice 70-33 (U.S. Coast Guard) - replacement of a highway bridge over Blind Slough at mile 2.0 near Brownsmead, Oregon

In the interest of maintaining water quality suitable for sustaining fish and wildlife resources, we recommend the approval be conditioned to include the following stipulations:

1. All construction activities in the water be done so as to minimize disturbance to the bottom and to control turbidity which degrade water quality and damage aquatic life.

2. All earthwork operations on shore be carried out in such a way that sediment runoff and soil erosion to the water be controlled.

3. Upon completion of earthwork operations, areas disturbed during construction be seeded, riprapped, or given some other type of protection from subsequent erosion.

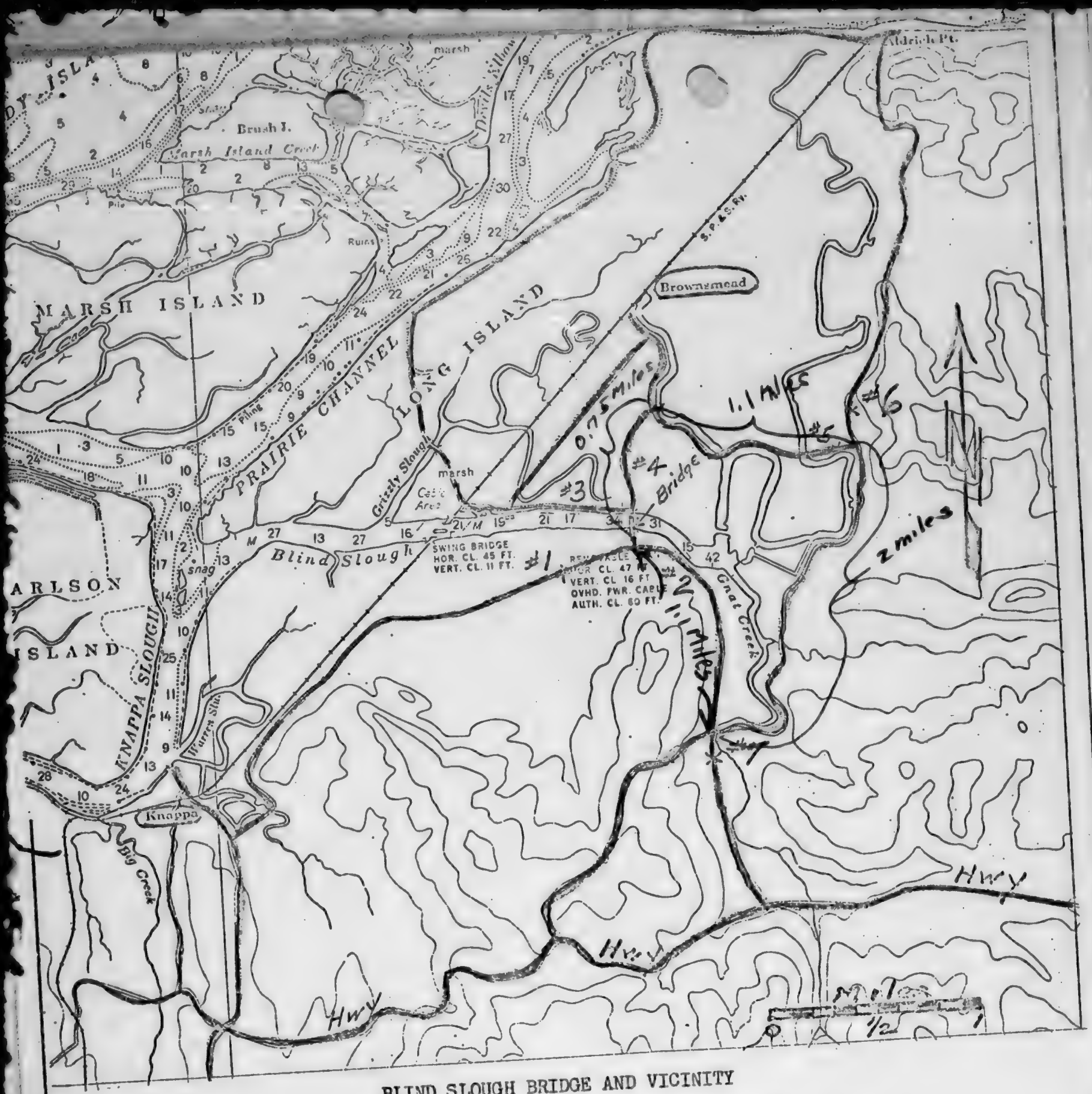
4. Extreme care be taken to see that no petroleum products, fresh concrete, creosote, or other deleterious materials are allowed to enter the water or shore areas.

5. All fuel and lubricant containers, cables, and other construction refuse and debris be disposed of in a manner such that they, or drainage from them, not enter the water.

Jack E. Hemphill

cc:
RBS, Washington D.C.
RBS, PAO
FWQA
NMFS

COPY



BLIND SLOUGH BRIDGE AND VICINITY

Average daily traffic count month of September, 1970

Across bridge	273	Vehicles Daily
Point #1	209	" "
Point #2	125	" "
Point #3	80	" "
Point #4	215	" "
Point #5	80	" "
Point #6	99	" "
Point #7	232	" "

H.H.O 11/6/70

FAS 757
Blind Slough Bridge

FORM E-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1971

SUBJECT: VDW Assignment 2298
Navigational Permit Application
Blind Slough Bridge
Clatsop County
Bridge 11138

To:

Mr. Frank L. Hall
Design Engineer

B U I L D I N G

We have reviewed the Coast Guard permit application of Clatsop County as set forth in Public Notice No. 70-33. This navigational permit application is for replacement of the existing Blind Slough Bridge on FAS Route 757. The proposed replacement is on the same alignment as the existing bridge.

The Bridge Section has no interest in, or any objection to, the navigational clearance requirements of this crossing.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Administration Engineer

WJH:dh
Attachments

cc V. D. Wolfe
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
JAN - 8 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

Report of Survey
Blind Slough Bridge Section
Barendse County Road FAS # 757
Clatsop County

The purpose of this survey was to compile an estimate to re-construct the bridge over Blind Slough and remove the wood viaduct on the North side of the project.

The coordinates used were assumed as it was too far to bring in the grid control. The bearings are true, having been obtained from using a long tangent on the Burlington Northern Railway and getting the information from them. The elevations used were standard, based upon the USC & GS, 1947 Adjustment.

The County has informed the Coast Guard, etc. and has a permit from them which shos an elevation to the bottom of the beams in the channel way of 21.0, a minimum width of 47 feet, and using a lift span. I have checked with the Bridge Section, giving them this information for which they verbally gave me a total structure thickness of from 2.0 to 2.5 feet for this span, based upon the use of pre-stressed girders.

I have used the 2.5' figure which makes the finish elevation on each end of the lift span 23.5', with the new span setting where the original was, even though this is not over the deepest portion of the channel. To accomplish this, a 700' vertical curve with 5% grades has been used over the structure which allowed foom for a 180' sag vertical on the Southerly end of the job where the traffic will be slowed because of the right angle intersection and a 300' vertical on the North end, thus according to our design standards, we have a design speed of between 35 and 40 MPH. This has resulted in the necessity of raising the dikes on each side of the slough which will be done by lengthening the the bridge, such that the new fill catch will be on top of the dike with no additional encroachment into the stream, with the exception of some rip rap I have shown to be placed under the bridge ends such that, if in the future, additional rip rap is needed along the dikes, the area under the bridge will be done.

The raising of the bridge end on the North with the resultant extension and the radial returns will necessitate a relocation of the two roads which now run down the top of the dikes.

This has been accomplished by using a 25' inside radius and reversing 20° curves, with the standard section to the West on Pentilla Road and a narrow section (16' width) on the approach to the right. I have discussed this work by telephone with the man in charge of the dike maintenance, Mr. Elton Anderson of Diking District #1, Address Rt. #4, Box 358 Astoria. The relocation of the two intersecting roads will also cause the replacement of a 2" water line belonging to the Knappa Water District. The man in charge of this being a Mr. Dale Marshall, address, Rt#4, Box 287, Astoria, whom I have informed of the situation.

The above work is going to require additional Right of Way which wasn't anticipated according to the original correspondence, though it should have been. I have talked to Messrs Johnson, of the County Commission, Dooley, the County Roadmaster and Olsvich, the Acting County Engineer at which time, this was brought to their attention and they have a print of the R/W Map I am sending in with the job records.

I have discussed some of the problems with members of the County Organization, Messrs Dooly, Johnson and Olsvich. One of the items brought up by the County Personnel was the instability of the ground for a fill foundation. Our Soils Section has done some work which shows the existing ground to have a high peat content. From this information, Mr. Yarbrough has made up two possible methods of correcting the problem. One, using a counter-balance with the new fill setting directly an the natural ground and the other proposing to sub-excavate a six foot depth under the higher fills and backfill with rock to just above the water line.

After some discusion with Mr. Fretwell, a third alternative was proposed, this using the counter-balance as set forth above but using an approximate depth of 2.5' of quarry run rock in the base of the fill on the natural ground with the thought that this would provide for a passage way for the sub water coming up from the bottom where it has been displaced by the fill subsidence.

A cost comparison was made of these alternates and it was found that the two methods using rock were nearly the same and the counter-balance only was roughly $8,000.00 less expensive. At Mr. Wimers Instructions, these were shown to the County, & Mr. Olsvich who decided that definitely they want the counter-balance section, but was of the opinion that the use of the rock in the bottom portion of the fills was unnecessary.

As a result of this, the original counter-balance method proposed by Mr. Yarbrough has been used, even though this requires some 0.8 acres additional R/W above the sub-excavation method. I checked with the Assessors Office and find that the land involved is valued at somewhere between $650 and $1,000 per acre, thus the maximum value of the additional land required using the counter-balance method should not exceed $800.00.

Another item of discussion with the County was the surfacing work which they feel they should do, because, though they have the material available, it won't meet our spec.'s and rather than have a contractor come in and manufacture such a small quantity at the resultant high cost, they would rather place these materials themselves.

The contractor would still be required to install the guard rail and sight posts with his forces and the County is aware that they will need to coordinate their activities with the contractor so he may perform this work with a minimum of delay.

Temporary Protection and Direction of Traffic covers the signing or barricading of each end of the job such that the traffic won't be able to get to the bridge area where the old structure will have to be removed, leaving nothing over the slough.

The traffic will be able to get where they are going independently of the bridge from each side. I have talked with Mr. John Dooley who assures me, that though it will be out of the way, there are adequate roads for this use and I also have been informed of this by Mr. Marshall of the Telephone Company.

Clearing & Grubbing will consist of some light clearing on the South end of the structure where there is some brush, the removal of some fences along the dikes and the removal of the old bridge which must be done before the new one can be constructed or possibly by stages as the new one is being constructed as it would seem to be very difficult to work from the old bridge while dismantling it. One of the Coast Guard requirements is that all parts of the old bridge shall be removed down to or below the natural bottom of the water way and the water way cleared to the satisfaction of the Coast Guard. Also included in this item is the removal of the wood viaduct off the North end of the existing structure.

While the contractor is removing the old structure, perhaps some type of restraining device placed up and down stream would hold the debris in check.

The Fish and Wildlife Service of the U.S. Dept. of the Interior has listed a five point program of requirements which is attached to the Coast Guard permit which is enclosed.

Embankment in Place. This method of measuring the earthwork was chosen because there is no excavation on the project thus the entire fill will be supplied from borrow. Mr. Dooley has informed me that they have a slide Easterly from the project which will provide suitable material for the purpose, provided it is done during the drier part of the season.

This material will be provided without charge, in fact it will be beneficial to the County to get it taken away. The haul to the project will be about 1.5 miles to the Southerly end of the bridge and 3.0 miles to the XXXX Northerly end. The difference in haul is caused by the fact that probably the bridge will not tolerate loads in excess of 5 tons, thus the material to be placed on the North side will have to be hauled around by a seperate route.

The plan used calls for the use of a counter-balance fill to be placed alongside the higher fills on the design set forth by Mr. Yarbrough with this being constructed of the same material as the normal fills. The anticipated settlement of the main fill is about 1.8' which has been included in the yardage figure shown for the project. This fill should all be in place before the construction of the bridge, which should pose no problem as this is an item of work the County wants the contractor to perform anyway.

Loose Rock Rip Rap Class 100. I have estimated that a small quantity of this should be used under the bridge ends and in the slough to provide insurance such that if at a future dat it is decided to add additional material to the channel banks this portion will have been completed. I understand that these banks have recently been treated so there is a good possibility that this material will be unnecessary at this time. Material for this use is available from the Hidden Quarry which is located about ½ mile up Rock Creek from where it crosses Highway #30.

The remaining items of work have not been discussed here as they are standard or items peculiar to bridge work itself, such as shoring & cribbing, etc.

Loren A. Weber

Resident Engineer

7817 Scott Canyon Cr. (Mikkalo Rd.) & Juniper Canyon Cr. (Olex) Brs. S. of Arlington
(Two bridges)

1972

CTA 4538 8-16-72

#440 & 446
Gilliam

December 3, 1974

Gilliam County Court
Courthouse
Condon, Oregon 97823

Attention: Honorable James O. Burns
Gilliam County Judge

Dear Sir:

Final costs, as shown on the enclosed cost statement, are now available on the Scott Canyon Creek (Mikkalo Road) Bridge, FAS 440 and Juniper Canyon Creek (Olex) Bridge, FAS 446.

In accordance with an agreement dated November 24, 1971, the amount of $1,117.67 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. COX
County-City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:scr

Enclosure

[ ] ENGR. [ ] ASST. [✓] OE [✓] AE [ ] UE
[✓] UPE [ ] CE [R] RE [D] RPE [ ]

FAS 440 & 446
Gilliam Co

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-66)
SP*53423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Gilliam County Court
Courthouse
Condon, Oregon 97823
Attention of
Honorable James O. Burns
Gilliam County Judge

Request No. (assigned by staff engineer or head of division) cc-1459

Date December 2, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Scott Canyon Creek (Mikkalo Road) Bridge, FAS 440
Juniper Canyon Creek (Olex) Bridge, FAS 446

Covered by Agreement dated November 24, 1971

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County Advance Deposit	$12,000.00	
		Amount Previously Transferred	9,000.00	
				$3,000.00
		County's Share of Construction Costs	$10,882.33	
		Amount Previously Transferred	9,000.00	
				1,882.33
		To Be Refunded to County		$1,117.67

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 12,000.00

Is this a partial or final request for billing? final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. cc-1397

Credit distribution:
511-1074-297

Submitted by:
Harold Reynoldson

Approved: ☐ ENGR. ☑ ASST. ☑ OE ☑ AE ☐ UE ☑ UPE ☐ CE ☑ RE ☑ RPE ☐
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

7811 — 9-19-73 — STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
FHS-S-130(4) & FHS-S-439(2)	Gilliam	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project provided for the construction of a 32.83 foot long prestressed slab span bridge over Scott Canyon Creek and a 32.83 foot long prestressed slab span bridge over Juniper Canyon Creek on FAS Routes 440 and 446 in Gilliam County.

COPY SENT REGIONAL OFFICE
SEP 19 1973

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Ray Construction Company	$ 51,789.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) R. J. Bolen 9-20-73 ap Coneti Young

TITLE Cost Acct Supv

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

Work satisfactory.
Guardrail installation OK.

STATE HIGHWAY ENGR

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ____ feet) TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NUMBER	NET LENGTH (Miles)
X080				32.83

NOTED H.S COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY
P. E. O'Neil, Asst Area Engineer

11. DATE OF INSPECTION
June 6, 1973

12. IN COMPANY WITH
Norm Oliver, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE
P. E. O'Neil for
R. A. Nichols

14. TITLE
Area Engineer

15. DATE
9-18-73

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE
Original signed by
E. J. Valach
E. J. Valach Dist. Engineer

17. TITLE
District Engineer

18. DATE
SEP 19 1973

FORM PR-33C (Rev. 7-72) Previous editions of this form are obsolete

7817

April 17, 1973

American States Insurance Company
7107 Woodlawn Avenue, N.E.
Seattle, Washington 98115

Attention: Surety Department

Gentlemen:

On April 9, 1973, we wrote to you concerning release of final payment on Contract No. 7817 awarded to Ray Construction Company for the Scott Canyon Creek (Hikkalo) Road and Juniper Canyon Creek (Olex) Bridges on FAS 440 and FAS 446 in Gilliam County.

Final payment on this contract is $995.80 and the total contract amount is $32,454.55. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc Ray Construction Company
760 E. Ridgeway
Hermiston, Oregon 97838

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Nash
Wendell Schwerts

OREGON STATE HIGHWAY DIVISION

7817

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 6, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7917, Work Completed February 28, 1973

Project Scott Canyon Cr(Mikkalo)Rd & Juniper Canyon Cr(Olex) Bridges

Highway FHR Routes 440 & 446, County Gilliam

Type of Work Two Bridges

Contractor Ray Construction Company

Recommended Acceptance Date April 6, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

fas 440 & 446
Gilliam Co

OREGON STATE HIGHWAY DIVISION

REGION V UNIT

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

April 2, 1973

RE: Scott Canyon Creek (Mikkalo Rd.)
and Juniper Canyon Creek (Olex)
Bridges
FAS 440 and 446

Gilliam County Court
Courthouse
Condon, Oregon 97823

Gentlemen:

Under date of June 16, 1972, the State and County entered into an agreement for construction of subject project within your jurisdictional boundary. The agreement provided that certain bridges and approaches would be revised as a result of the construction. It also provides that, upon completion of the project, the County would assume all maintenance, jurisdiction and control of these bridges and approaches, and that State would transfer to County all State's right, title and interest therein by completion of the required documents.

The project is now completed, and by this notice these bridges and approaches shall pass to you for jurisdiction, maintenance and control as of March 7, 1973.

If you or your representative would like to review this matter, please contact me at your earliest convenience so we may conclude our obligations.

Very truly yours,

Wendell E. Schwartz
Regional Engineer

WES:sh

cc Maintenance
Construction
Right-of-Way
County & City
Design

RECEIVED
COUNTY & CITY SECTION
APR - 3 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ BE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

7817

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Scott Canyon Cr. (Mikkalo) and Juniper Canyon Cr. (Olex)		WEEK ENDING: March 10, 1973
		SECTION PREFIX: 511-1074
HIGHWAY: FAS 440 & 446		COUNTY: Gilliam
NAME OF JOB: Scott Canyon Cr. (Mikkalo) & Juniper Canyon Cr. (Olex)	KIND OF WORK: Two Bridges	
CONTRACTOR: Ray Construction Co.	CONTRACT NUMBER: 7817	FEDERAL AID PROJECT NUMBER: EHS-S-130(4) EHS-S-439(2)
DATE OF CONTRACT: October 20, 1972	DATE WORK STARTED: October 17, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 150	WORK DAYS USED / CALENDAR DAYS USED: 132
	SPECIFIED COMPLETION DATE: March 19, 1973	PERCENT OF TIME ELAPSED: 132/150 = 88
PROJECT AUTHORIZATION: $ 60,557.91	ENGINEERING AUTHORIZATION: $ 5,288.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 55,269.01	This Week: 0.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 53,599.87	ENGINEERING COST TO DATE: $ 5,170.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.0 %	PERCENT OF AUTHORIZATION: 97.8 %	DATE PROJECT WAS COMPLETED: February 28, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13588	13589						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Fair			
MONDAY 5	Fair			
TUESDAY 6	Cloudy			
WEDNESDAY 7	Cloudy			
THURSDAY 8	Cloudy			
FRIDAY 9	Cloudy			
SATURDAY 10	Cloudy			

RECEIVED
MAR 12 1973
CONSTRUCTION SECTION

Kenny, Bond, Jackmond, Har..., Johnson, W..., Pease, Glenn, Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
4 SUNDAY	No Activity
5 MONDAY	No Activity
6 TUESDAY	No Activity
7 WEDNESDAY	No Activity. Gilliam county placed end fill at Olex Bridge.
8 THURSDAY	No Activity. Gilliam county placed end fill at Olex Bridge.
9 FRIDAY	No Activity. Gilliam county placed end fill at Olex Bridge.
10 SATURDAY	No Activity.

REMARKS

JOB STATUS: Contractor's work completed, final inspection made Wednesday, March 7, 1973 with W. E. Schwartz and Dale Allen. Gilliam county commenced placing Bridge end fill at Olex, and will start at Mikkalo next week. As soon as Bridge end fills are placed, and channels cleared the county forces will install guard rail at Bridge ends. Semi-Final will be submitted March 16, 1973.

SIGNED Norman L. Oliva
Norman L. Oliva Res. Br. Engr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Salem, Oregon
November 15, 1972

Advance Deposit
Mikkalo Road (Scott Canyon Creek) Bridge
Juniper Canyon Creek (Olex) Bridge
FAS 440 and 446
Gilliam County

Mr. Vern Skoog
Controller

BUILDING

Attention Mr. John Herr

Herewith is Gilliam County's Check #5029 in the amount of $12,000.00. This is the correct amount for the advance deposit for this project.

HR

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:mm

cc: Hil Young
Walt Hart

Received by C C Haverland

Date 11-15-72

ENGR. COOR. OE AE UE
UPE CE RE RPE

FAS 440 & 446
Gilliam Co

Gilliam County Road Department

P. O. Box 382
Condon, Oregon 97823

County Shop
384-5717

Bookkeeper
~~384-5651~~X

November 14, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: H. S. Cox,
County and City Engineer

Dear Mr. Cox:

Enclosed is advance deposit in the amount of $12,000.00 for the construction project on Scott Canyon Creek (Mikkalo Road) and Juniper Canyon Creek (Olex) Bridges on FAS 440 and 446.

Very truly yours,

GILLIAM COUNTY ROAD DEPARTMENT
R. D. Richardson, Roadmaster

Sandra K. Greenfield Bookkeeper

sg
Encl.

RECEIVED
COUNTY & CITY SECTION
NOV 15 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

STATE COPY

7817

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
11-4	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Gilliam
PROJECT REPORT NO. 3	10-26-72	PROJECT NO. S-130(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Scott Canyon Creek (Mikkalo Road) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-9-72	0.005
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,355.00	$ 20,563.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 26

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agree: that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Item Nos. 1, 3, 6, 7, 9, and 13 above do not apply to this project agreement.

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal-aid Project
No. S-130(4)

SCOTT CANYON CR. (MIKKALO RD.) BRIDGE

FAS 440 IN GILLIAM COUNTY

Salem, Oregon, October 16, 1972

Project Agreement Estimate.

Type Code X080
Scott Canyon Cr. Bridge No. 13588 (Sta. 1+96 to Sta. 2+21.25)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 250.00
Bridge Removal Work	All Required (35%)		1,771.35
Shoring, Cribbing, Etc.	All Required (50%)		200.00
Structure Excavation	270 cu.yd.	5.00	1,350.00
Structure Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Class A Concrete (93 cu.yds.)	All Required (60%)		11,448.00
4' x 25'/35' Prestressed Slabs	8 only	979.25	7,834.00
Reinforcement (11,900 lbs.)	All Required (60%)		2,550.00
Metal Rail	50 lin.ft.	15.50	775.00
Loose Riprap, Class 700	190 cu.yd.	7.00	1,330.00
			$27,708.35
Temporary Erosion Control	All Required (50%)		$ 50.00
Furnish Guardrail for Roadway at Bridge Ends	All Required (50%)		500.00
			$ 550.00
	Subtotal		$28,258.35
	Engr. & Cont.		4,096.65
	Total		$32,355.00

Length of Project - - - 0.005 Mile

Federal Funds - - -

7811

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-5	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	10-26-72	COUNTY
3		Gilliam
		PROJECT NO.
		S-439(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Juniper Canyon Creek (Olex) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-9-72	0.006
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 28,202.00	$ 17,924.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. T. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
[redacted]g (Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 26 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Item Nos. 1, 3, 6, 7, 9 and 13 above do not apply to this project agreement.

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal-aid Project
No. S-439(2)

JUNIPER CANYON CREEK (OLEX) BRIDGE

FAS 446 IN GILLIAM COUNTY

Salem, Oregon, October 13, 1972

Project agreement estimate.

Type Code X080
Juniper Canyon Creek Bridge #13589 (Sta. 9+99 to Sta. 10+31.83)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 250.00
Bridge Removal Work	All Required (65%)		3,289.65
Shoring, Cribbing, etc.	All Required (50%)		200.00
Structure Excavation	230 cu. yd.	5.00	1,150.00
Structure Excavation Below Elevation Shown	20 cu. yd.	10.00	200.00
Class "A" Concrete (66 cu. yd.)	All Required (40%)		7,632.00
4'x30'/35' Prestressed Slabs	8 Only	979.25	7,834.00
Reinforcement (7,800 lbs.)	All Required (40%)		1,700.00
Metal Rail	50 lin. ft.	15.50	775.00
Loose Riprap, Class 700	150 cu. yd.	7.00	1,050.00
			$ 24,080.65
Temporary Erosion Control	All Required (50%)		$ 50.00
Furnish Guardrail for Roadway at Bridge Ends	All Required (50%)		500.00
			$ 550.00
	Subtotal		$ 24,630.65
	Engr. & Cont.		3,571.35
	Total		$ 28,202.00

Length of Project - - - 0.006 mile

Federal Funds - - -

S

RECEIVED
OCT 20 1972
FOR FILING

7817

October 19, 1972

Ray Construction Company
760 East Ridgeway
Hermiston, Oregon 97838

Gentlemen

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7817 for the Scott Canyon Creek (Mikkalo) Road and Juniper Canyon Creek (Clark) Bridges on FAS 440 and 446 in Gilliam County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc American States Insurance Company
7107 Woodlawn Avenue, N. E.
Seattle, Washington 98115

Attn: Surety Department

bc C. T. Keasey
Walt Hart
L. E. Young
Attn: Vince Gallagher
W. E. Schwartz
Norman Oliva

SALEM, OREGON
October 10, 1972

Mr. L. H. Young
Programing Engineer

B U I L D I N G

Mikkalo Road (Scott Canyon Creek) Bridge
Juniper Canyon Creek (Olex) Bridge
FAS 440 and 446
Gilliam County

Cont. 7817

We received a letter from Judge James O. Burns of Gilliam County stating that they were not able at this time to pay the $12,000 advance deposit for these projects. However, they have assured us that this advance deposit will be here prior to November 15. On the strength of this letter we are requesting that you award this contract at this time.

Awarded 10-9-72

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

ENGR. ✓ SUPR. ✓ CE ✓ RE ✓ UE ✓
UPE ✓ CE ✓ RE ✓ APE ✓

FAS 440 & 446
Gilliam Co

GILLIAM COUNTY

CONDON, OREGON

COUNTY OFFICIALS

COUNTY JUDGE
James O. Burns
384-2611
384-3421

COMMISSIONERS
Lester Brooks
Clarence Potter

ASSESSOR
C. L. Kendall
384-3781

CLERK-RECORDER
Marianne Anderson
384-2311

DISTRICT ATTORNEY
William A. Bennett
384-3352

JUSTICES OF THE PEACE
Marvin A. Albee
384-5821 - Condon
William Marshall
454-2923 - Arlington

SHERIFF
Volney Thomas
384-2851

TREASURER
Margaret Grabenhorst
384-2851

October 5, 1972

H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: FAS 440 and 446 - Mikkalo Road and Rock Creek-Olex Road Bridges

Dear Mr. Cox:

Gilliam County would like to go ahead with the construction of the subject FAS bridges. We have budgeted the amount necessary to pay our share; however, due to emergencies our cash fund is at present depleted. We had anticipated that tax money would be in by the time our deposit was required, but due to the fact that the Department of Revenue has not as yet forwarded property tax relief inserts which must be included with the tax statements, our statements have not been sent out and the tax money we had anticipated receiving is not yet in.

We can offer our assurance that our deposit will be forthcoming on or before November 15, 1972, and we would hope that you will find it possible to proceed with the plans for the construction of these bridges. If this will not be satisfactory, please contact us immediately.

Sincerely,

GILLIAM COUNTY COURT

James O. Burns
Gilliam County Judge

JOB:ma

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

RECEIVED
OCT 10 1972
FOR FILING

7817

bc C. T. Keasey
Walt Ha
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
Norman Oliva
William Geibel (SAIF)

October 9, 1972

Ray Construction Company
760 East Ridgeway
Hermiston, Oregon 97383

Gentlemen:

The State Highway Commission on September 22, 1972, accepted your proposal for the Scott Canyon Creek (Mikkalo Road) and Juniper Canyon Creek (Olex) Bridges on FAS Routes 440 and 446 in Gilliam County in the amount of $51,789 and referred it to the Administrator of Highways with authority to award the contract as soon as Gilliam County approves the project and deposits $12,000.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7817.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 20, 1972.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

FAS 440 & 446
Gilliam Co.

September 15, 1972

Gilliam County Court
Courthouse
Condon, Oregon 97823

Attn: Mr. R. D. Richardson

Gentlemen:

On September 14, 1972, a satisfactory bid was received from the Ray Construction Company, Hermiston, Oregon 97838, for the Scott Canyon Creek (Mikkalo Road) and Juniper Canyon Creek (Olex) Bridges on FAS 440 and 446. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$51,789.00
Temporary Erosion Control	100.00
Gravel for Roadway at end of bridge	1,000.00
14½% Engineering & Contingencies	7,668.91
Estimated Total Cost	$60,557.91

County Advance Deposit:

20% of $60,557.91 = $12,111.58, or say $12,000.

Please make this advance deposit in the amount of $12,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

ENGR. ✓ OOOR. ✓ CE ✓ AE ✓ UE
✓ SPE ✓ CE ✓ SE ✓ SPE ☐

SCOTT CANYON CR. (MIKKALO ROAD) AND JUNIPER CANYON CR. (OLEX) BRIDGES

FAS ROUTES 440 AND 446

GILLIAM COUNTY

FAP Nos. S-130(4) and S-439(2)
Two Bridges

Bids Received September 14, 1972

1.	Temporary Protection and Direction of Traffic	All Specified		$ 1,700.00
2.	Bridge Removal Work	All Specified		1,000.00
3.	Shoring, Cribbing, Etc.	All Specified		8,000.00
4.	Structure Excavation	500 cu.yds.	8.00	4,000.00
5.	Structure Excavation Below Elevations Shown	40 cu.yds.	10.00	400.00
6.	Class A Concrete	All Required		20,280.00
7.	4' x 25'/30' Prestressed Slabs	8 only	1,000.00	8,000.00
8.	4' x 30'/35' Prestressed Slabs	8 only	1,200.00	9,600.00
9.	Reinforcement	All Required		3,900.00
10.	Metal Rail	100 lin.ft.	20.00	2,000.00
11.	Loose Riprap, Class 700	340 cu.yds.	5.00	1,700.00
		For Comparison of Bids		$ 60,580.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$60,580.00
Anticipated Additional Items:		
Temporary Erosion Control	100.00	
Furn. GR for Rdwy. at Br. Ends	1,000.00	
		1,100.00
		$61,680.00
Engr. & Cont. (14 1/2%)		8,943.60
Estimated Net Authorization, Constr.		$70,623.60

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AUG 22 1972
FOR FILING

7817

MISC. CONTRACTS and
AGREEMENTS No. 4538

August 16, 1972

Gilliam County Court
Courthouse
Condon, Oregon 97823

Attention: Marianne Anderson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to construction of the Scott Canyon Creek Bridge on the Mikkalo Road and the Juniper Canyon Creek Bridge on the Rock Creek-Clex Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.
cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 8-26 AND 8-27

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-9-72

BY (Signature): MR. YOUNG'S 8-1-72 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1096 THRU 1097

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1096	S-130(4)	0.0	36,300	23,000	SCOTT CANYON CREEK - (MIKKALO RD.) BR. SECT.	CONSTRUCT ONE STRUCTURE.
1097	S-439(2)	0.0	28,700	18,200	JUNIPER CANYON CREEK (OLEX) BRIDGE SECTION	CONSTRUCT ONE STRUCTURE.

8-14-72

Young

OTHER IDENTIFICATION AND/OR REMARKS (State)

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

FOR FILING

RECEIVED AUG 14 1972 DIVISION 2

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-9-72	ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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AUG 7 - 1972
FOR FILING

7817

August 4, 1972

GLOBE-TIMES

Condon, Oregon 97823

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in Gilliam County, Oregon, relative to the proposed construction of the Scott Canyon (Mikkalo Road) Bridge and the Juniper Canyon (Olex) Bridge.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, August 11, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Regional Engineer in La Grande, phone 963-3177.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice
cc: Federal Highway Administration
Programing
Planning
Accounting: 511-1490-980 &
511-1491-980
County and City
Public Affairs
W. E. Schwartz, Region 5
Gilliam County Court

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
F. L. Hall
W. J. Hart
D. H. Moehring
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Gilliam County Court, has approved the location and design of the Juniper Canyon (Olex) and Scott Canyon (Mikkalo Road) Bridges, effective August 1, 1972.

The proposal consists of constructing two reinforced concrete structures, one 33 feet long and 30 feet wide over Scott Canyon on Mikkalo Road and one 26 feet long and 30 feet wide over Juniper Canyon on Rock Creek Road near Olex.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:lat
8/4/72

GLOBE-TIMES, Condon

8-1-72

LOCATION - DESIGN APPROVAL

COUNTY: Gilliam

SECTION: Juniper Canyon Cr. Br. & Scott Canyon Cr. Br.

FAS NO.: 446 & 440

ROAD NAME: Rock Creek Road & Mikkalo Road

PROJECT DESCRIPTION:

Construct reinforced concrete structures 26 feet long and 30 feet wide over Juniper Canyon Creek, and 33 feet long and 30 feet wide over Scott Canyon Creek. County will construct all road work, install guard rail and provide detours.

ESTIMATED COST: $70,000

HIGHWAY COMMISSION APPROVAL: Nov. 24, 1971

HEARING: None Required

STATE CLEARINGHOUSE REVIEW: Dec. 28, 1971 by District Clearinghouse

SECTION 204 REVIEW: None Required

HEARING CERTIFICATION: None Required

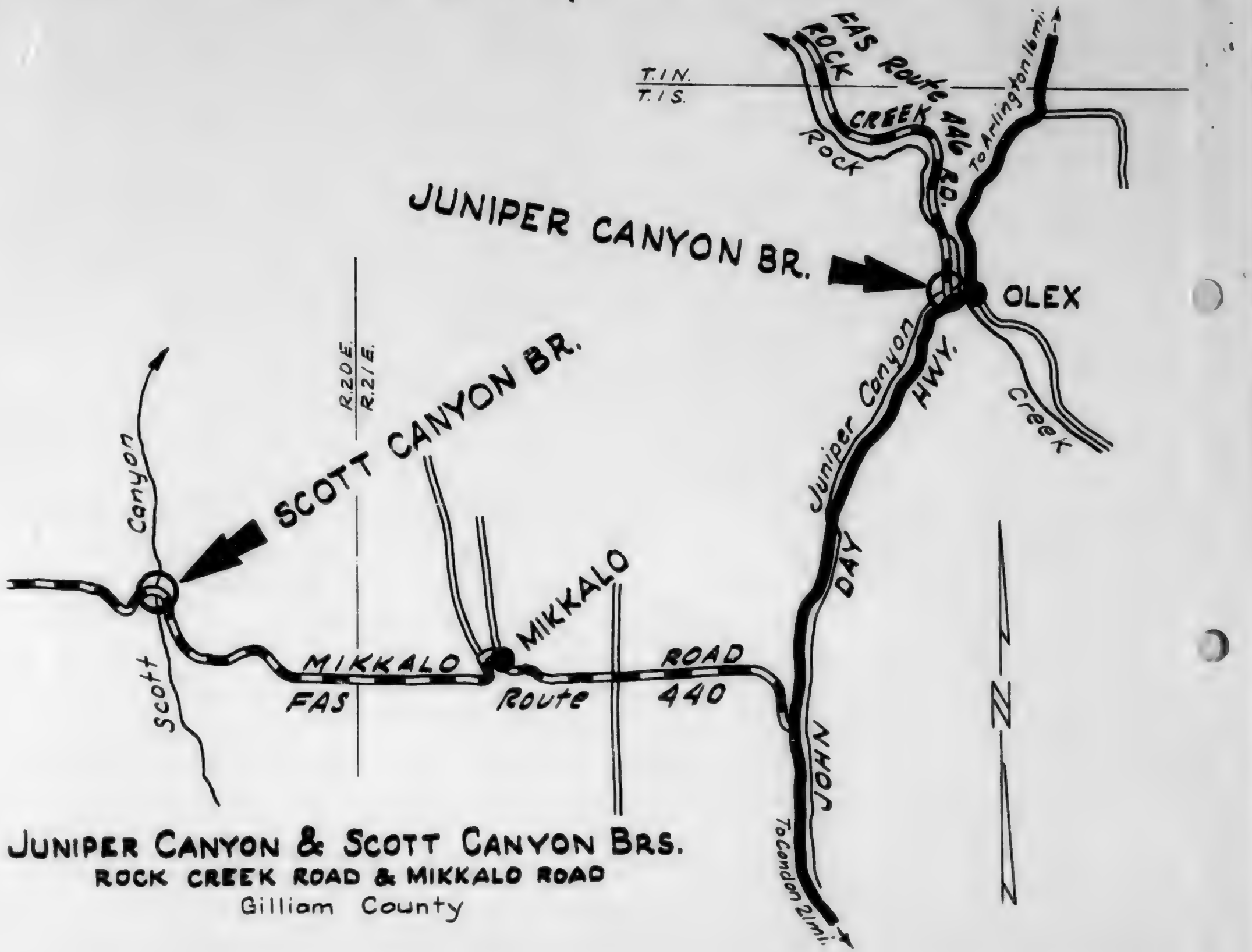
ENVIRONMENTAL STATEMENT: Negative Declaration, Aug. 1, 1972 by FHWA

REMARKS:

APPROVED: August 1 19 72

E J Hunty

Assistant State Highway Engineer



JUNIPER CANYON & SCOTT CANYON BRS.

ROCK CREEK ROAD & MIKKALO ROAD

Gilliam County

RECEIVED
AUG 3 - 1972
FOR FILING
7817

August 1, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage Street, N.E.
Salem, OR 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following secondary projects.

Item No.	Project No.	Section Name & PNRS No.
1096	EHS-S-130(4)	Scott Canyon Cr. (Nikkalo Rd.) Bridge
1097	EHS-S-439(2)	Juniper Canyon Cr. (Olex) Bridge #71.0570

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enc.

RHC:dg

cc R. N. Chase
B. L. Gifford

RECEIVED
AUG 2 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7817

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer ~~Division Engineer~~
Federal Highway Administration

DATE August 1, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Program Data Submission
FAS 440 and 446
Gilliam County

We are submitting program data for two projects, Item No's. 1096 and 1097, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been seleected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

The work to be done under these two projects is to be accomplished under one contract. It is our present intention to receive bids for these projects on August 31, 1972.

Enclosed is one copy each of State and District 12 Clearinghouse approvals dated January 4, 1972 and December 28, 1971, respectively.

These two projects qualify as "EHS" under paragraph (e) of Section "Emergency Highway Safety Program" of IM 30-5-71. The two existing narrow (18-foot horizontal clearance) bridges present a potential traffic hazard to the traveling public of such a magnitude that the Highway Division and the County have concluded that the replacement of the two bridges, to current standards, ranks among the top priorities of bridges within the County's FAS system needing replacement.

Enc.

JG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-1-72

FEDERAL-AID P

(PPM

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21)(65): Co. Rd. 2.7 mi. W. of Mikkalo

ADT — PRESENT: 50* — FUTURE (66): 100 — YEA (70)(71)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28)(62): One Bridge — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUT (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Secondary — COUNTY NAME: Gil

NAME OF URBAN AREA (17-31) — ROUTE NO. S — FEDERAL-A 440

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)
1										
5					PE		Co. Rd. 2.7 mi. W. of Mikkalo			
5					ROW					
5					CONST (CODE) (Safety) X080		"Scott Canyon Cr. (Mikkalo Rd.) Br. Section"	0.0	36,300	23,000
							PROJECT TOTALS	0.0	36,300	23,000

(16) (23)(24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		50*	100	92	10	Oregon	35	022	1096

OUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					EHS-S-	130	(4)		

COUNTY NAME: Gilliam — CODE: 021

ROUTE NO.: S — FEDERAL-AID: 440 — STATE: Co.Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Construct one reinf. concrete slab span bridge (L. 32.83', HC 30'.) (County to const. low type surf. approach roadways & place necessary riprap.) ROW - 50' min.; access control - none; parking restrictions-none.
0.0	36,300	23,000	6,650	6,650 (Co.)	
0.0	36,300	23,000	6,650	6,650 (Co.)	

REMARKS

-OVER-

USCOMM DUSCOMM-DC 46908-P61

SCOTT CANYON CR. (MIKKALO RD.) BRIDGE SECTION
PROJECT NO. EHS-S-130(4)

Existing Facility: Pony truss timber bridge, L. 31', HC 18' (this bridge was washed away as the result of a cloudburst this spring.)

Adjacent Sections: 26-foot gravel-surfaced roadway.

Project Data: Construct one precast concrete slab bridge 32.83 feet in length with 30-foot horizontal clearance and backfill, with riprap, to original ground all excavated areas. Guard rail for the approach roadways to be furnished and stockpiled at the site. Remove and dispose of the existing structure.

NOTE: County will construct and low-type surface a 30-foot (includes shoulder areas) approach roadway at both ends of bridge, place necessary riprap and install guard rail for the approach roadways.

*The DHV is 10 for this location and therefore the 30-foot structure width falls within the minimum standard allowed under the Secondary Road Plan.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None involved as project does not require additional ROW.

System Action, Water Development, Railroads, Recreational and Historical Areas: None involved.

Negative Environmental Declaration: Concurred in by FHWA August 1, 1972.

State and District 12 Clearinghouse: Approvals dated January 4, 1972 and December 28, 1971, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Granted August 1, 1972 under the Secondary Road Plan.

Route Data: This is a farm-to-market road, a school bus route and a mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of ppm 30-4.1.

NOTE: This project qualifies as "EHS" under paragraph (e) of Section "Emergency Highway Safety Program" of IM 30-5-71. The existing narrow (18' H.C.) bridge presents a potential traffic hazard to the traveling public of a magnitude that the Highway Division and the County have concluded that the replacement of the bridge ranks among the top priorities of bridges within the County's FAS system needing replacement.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-1-72

FEDERAL-AID P

(PPM

CARD 2 — REPORT NUMBER (18)–(20): 1 — PROJECT LOCATION (45 typewriter spaces) 21–65: Co. Rd. 0.3 mi. W. of Jct. SR 19 at Olex

ADT — PRESENT: 50* — FUTURE (66): 100 — YEA (70)–(71): 92

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: One Bridge — NATL. FOREST (63)–(65) — FH ROUTE NO. (66)–(68) — SUPV ADCT (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)–(73) — PL. AU (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Secondary — COUNTY NAME — NAME OF URBAN AREA (17-31) — ROUTE NO. S — FEDERAL-A 46

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)
1										
5					**PE**		Co. Rd. 0.3 mi. W. of Jct. SR 19 at Olex			
5					**ROW**					
5					**CONST** (CODE) (Safety) X080		"Juniper Canyon Cr. (Olex) Br. Sec."	0.0	28,700	18,200
								0.0	28,700	18,200

(16) (23)–(24)

CARD 1 — CODE 1 — PREPARED BY — PROJECT TOTALS

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	50*	100	92	10	Oregon	35	022	1097

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
					EHS-S-	439	(2)		

COUNTY NAME: Gilliam — CODE: 021

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 466 — STATE: Co. Rd. — U.S.:

ES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Construct one reinf. concrete slab span bridge (L. 25.25', HC 30'). (County to const. low-type surface approach roadways and place necessary riprap.) ROW - 50' min.; access control-none; parking restrictions-none.
.0	28,700	18,200	5,250	5,250 (Co.)	
.0	28,700	18,200	5,250	5,250 (Co.)	

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

JUNIPER CANYON CR. (OLEX) BRIDGE SEC.
PROJECT NO. EHS-S-439(2)

Existing Facility: Timber bridge, L. 21', HC 18'.

Adjacent Sections: 26-foot gravel-surfaced roadway.

Project Data: Construct one precast concrete slab bridge 25.25 feet in length with 30-foot horizontal clearance and backfill, with riprap, to original ground all excavated areas. Guard rail for the approach roadways to be furnished and stockpiled at the site. Remove and dispose of the existing structure.

NOTE: County will construct and low-type surface a 30' (includes shoulder areas) approach roadway at both ends of bridge, place necessary riprap and install guard rail for the approach roadways.

*The DHV is 8 for this location and therefore the 30-foot structure width falls within the minimum standard allowed under the Secondary Road Plan.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None involved as project does not require additional ROW.

System Action, Water Development, Railroads, Recreational and Historical Areas: None involved.

Negative Environmental Declaration: Concurred in by FHWA August 1, 1972.

State and District 12 Clearinghouse: Approvals dated January 4, 1972 and December 28, 1971, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Granted August 1, 1972 under the Secondary Road Plan.

Route Data: This is a farm-to-market road, a school bus route and a mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project qualifies as "EHS" under paragraph (e) of Section "Emergency Highway Safety Program" of IM 30-5-71. The existing narrow (18' HC) bridge presents a potential traffic hazard to the traveling public of a magnitude that the Highway Division and the County have concluded that the replacement of the bridge ranks among the top priorities of bridges within the County's FAS system needing replacement.

SALEM, OREGON
July 21, 1972

Mr. L. H. Young
Programing Engineer
BUILDING

Attn: Mr. R. N. Chase

Juniper Canyon Creek (Olex) Br.
FAS 446
Gilliam County

Scott Canyon Creek (Hikkalo Rd.) Br.
FAS 440
Gilliam County

The data for programing the subject projects with the FHWA is attached. As you will note, there are two documents not yet completed. As soon as we get these, we will inform you.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

ENGR. COOR. RE RE RE
UPE CE RE UPE

ADT 1972- 50 / 1992-100 DHV 1972-10 / 1992-20 SAFETY: Yes

MEMO TO R. N. CHASE Date: July 18, 1972

FAS 440, Gilliam COUNTY, Scott Canyon Creek (Mikkalo Rd.) Br. SECTION

TERMINI: Structure is 4.86 miles west of junction with FAP-6 (John Day Hwy.)

PROPOSED WORK: Structure

PROJECT LENGTH: 33'

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	36,300	21,700	7,300	7,300	

EXISTING FACILITIES: This bridge was washed out by a cloud burst this spring, and only the concrete abutments remain. It was a pony truss timber bridge 31' long with 18' roadway.

ADJACENT SECTIONS:

NORTH/EAST END:

26' gravel surfaced roadway

SOUTH/WEST END:

PROJECT DATA: Construct a reinforced concrete bridge 33' long with a 30' roadway. Contractor is to install guardrails, remove and dispose of the remains of the existing bridge. County to place any necessary riprap.

RIGHT-OF-WAY: 50' minimum

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required pursuant to paragraph 6c of PPM 20-8. Memo to files - 6/23/72
UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This is a farm-to-market road and is a school bus and mail route.

Negative Declaration Approved: _____
Park and recreation area affected: No
Relocation assistance: No one moved

Social, economic & environmental effects considered: Yes
Location and design approved: _____
Clearinghouse approved: 12/28/71
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

ADT 1972- 50 / 1992-100 DHV 1972- 8 / 1992-16 SAFETY: Yes

MEMO TO R. N. CHASE Date: July 18, 1972

FAS 446, Gilliam COUNTY, Juniper Canyon Creek (Olex) Bridge SECTION

TERMINI: Approximately 0.3 miles westerly from the junction with FAP-6 in Olex.

M.P. 10.06

PROPOSED WORK: Structure

PROJECT LENGTH: 26'

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	28,700	17,300	5,700	5,700	

EXISTING FACILITIES: 21' timber bridge with an 18' roadway. Gravel roadway on each end.

ADJACENT SECTIONS:
NORTH/EAST END:
26' gravel roadway.
SOUTH/WEST END:

PROJECT DATA: Construct a reinforced concrete bridge 26' long on present alignment, with a 30' roadway. Guardrail to be installed by contractor. County will place any necessary riprap. Contractor to remove and dispose of the existing structure.

RIGHT-OF-WAY: 50' minimum

ACCESS CONTROL: none
RAILROAD CROSSING: none

MINIMUM DESIGN STANDARDS: no deviations

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required pursuant to paragraph 6 of PPM 20-8. Memo to files - 6/23/72
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: Farm-to-market road and is a school bus and mail route.

Negative Declaration Approved: _____
Park and recreation area affected : No
Relocation assistance : No one moved

Social, economic & environmental effects considered : Yes
Location and design approved _____
Clearinghouse approved , 12/28/71
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

RECEIVED
JUL 17 1972
FOR FILING
7817

July 18, 1972

GLOBE-TIMES

Condon, Oregon 97823

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in Gilliam County, Oregon, relative to the proposed construction of the Scott Canyon (Mikkalo Road) Bridge and the Juniper Canyon (Olex) Bridge.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, July 21, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Regional Engineer in La Grande, phone 963-3177.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:lat
Att: Notice
cc: Federal Highway Administration
Programing
Planning
Accounting: 511-1490-980 &
511-1491-980
County and City
Public Affairs
W. E. Schwartz, Region 5

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
F. L. Hall
W. J. Hart
D. H. Moehring
R. N. Chase
B. L. Gifford

COOR. OE AE UE
CE TE PRE

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Gilliam County Court, after study of the engineering, environmental, and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the Scott Canyon (Mikkalo Road) Bridge and the Juniper Canyon (Olex) Bridge in Gilliam County, Oregon.

The proposal consists of constructing two reinforced concrete structures, one 33 feet long and 30 feet wide over Scott Canyon on Mikkalo Road and one 26 feet long and 30 feet wide over Juniper Canyon on Rock Creek Road near Olex.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:lat
7/18/72

GLOBE-TIMES, Condon

ENGR. GEOR. OE AE UE
OL CE TE ENVE

July 17, 1972

Mr. B. D. Richardson
Gilliam County Roadmaster
Courthouse
Condon, Oregon 97823

RE: Scott Canyon Creek (Mikkalo Rd.)
Bridge Section
FAS 440

Juniper Canyon Creek (Olex) Bridge
Section
FAS 446
Gilliam County

Dear Mr. Richardson:

In the requests for these two bridges, the County has asked that the contractor install the guardrails on the approaches. So this can be done by the contractor, you should have these approaches widened enough to support the posts prior to the award of the contract.

We intend to accept bids on these two bridges on August 31 and the award should be a short time later.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:lat

Phone to Richardson 7/25/72
We build bridges only
Stock pile approach guardrails
County will install after they
put in approaches

MAINT. ✓ CONSTR. ✓ OE ✓ RE ✓ UE
✓ MPE ✓ CE R RC ✓ RPE

RECEIVED
[illegible]/72
FOR FILING

KLP
1/1

OREGON STATE HIGHWAY DIVISION

7817

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 10, 1972

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Re: Juniper Canyon Cr. Br. Section
FAS 446, Rock Creek Road
Gilliam County

Scott Canyon Cr. Bridge Section
FAS 440 Mikkalo Road
Gilliam County

Dear Mr. Green:

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposal consists of bridge replacements at two locations in the central part of Gilliam County north of Condon. The Juniper Canyon Creek Bridge is at a location where Rock Creek Road crosses Juniper Canyon Creek, near the community of Olex, and the Scott Canyon Creek Bridge is located where Mikkalo Road crosses Scott Canyon Creek west of the community of Mikkalo.

The Juniper Canyon Creek Bridge will consist of a reinforced concrete structure 26 feet long with a clear roadway width of 30 feet, and the Scott Canyon Creek Bridge will consist of a reinforced concrete structure 33 feet long with a clear roadway width of 30 feet. The project will also include guardrail installations and removal of existing bridges. Gilliam County will construct all necessary approaches and connections, furnish and place riprap, and provide and maintain any necessary detours.

PURPOSE OF PROJECT The purpose of the project is to replace two substandard timber structures, provide safety and convenience to the road user, and thereby improve the transportation system of Gilliam County.

The existing Juniper Canyon Bridge is a narrow timber structure 21 feet long and 19 feet wide set on concrete abutments.

RECEIVED
AUG 3 1972
PLANNING SECTION

The Scott Canyon Bridge, a wood truss structure 31 feet long and 18 feet wide on concrete abutments, was recently demolished by a flash flood caused by a local cloudburst making its replacement imperative. It is essential that both bridges be replaced with modern wide concrete structures capable of carrying present day traffic loads.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The routes, on which the Juniper Canyon and Scott Canyon Bridges are located, generally traverse steeply rolling agricultural lands where grain, hay and grazing form the principle economy. The services provided by the two roads are farm-to-market, school bus, and mail, grain hauling, and minor recreation. The most noticeable impact of the proposed project will be in restoring and maintaining safe and convenient routes of travel for the road users with an economic benefit to the County in reduced maintenance costs. The new structures will also reduce adjacent roadway flooding and alleviate property damage.

Juniper Canyon and Scott Canyon are typical of the dry brushy canyons in an area that is subject to seasonal thundershower activity which produces high water discharges of infrequent occurrence and short duration. Since these two canyons are dry at least 90 percent of the time, aquatic life is limited; however, all precautions will be taken to protect the natural environment at the two bridge sites.

In accordance with comments submitted as part of the State Executive Department's A-95 review, all necessary pollution control methods will be used during construction to ensure that Juniper Canyon and Scott Canyon, their natural habitats and the surrounding environments will remain unimpaired. Federal, State and local regulations concerning erosion control, air and water quality will be enforced. Temporary and permanent methods of erosion and pollution control methods will be used such as seeding and mulching or riprapping of slopes, and prevention of waste and deleterious materials from entering or remaining in the canyon areas at the construction sites. Protective measures will be taken so that harmful materials will not be carried by future runoffs from the construction sites and allowed to impair or damage the water quality of downstream areas which sustain constant water flows.

There are no public park and recreation facilities or registered historic sites affected by the proposed project, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Since the project is for the replacement of structures at existing sites and no additional right-of-way is needed, a public hearing will not be required.

There will be minor inconvenience to the traveling public while the roads are closed at the two bridge sites; however, detour routes will be available until the new facilities are completed. Adequate barricades, signing, and flagging for the temporary direction and protection of traffic will be provided.

BASIS FOR NEGATIVE DECLARATION

The proposed project, though not extensive in nature, is an important element in Gilliam County's program of providing a safe transportation system. The benefits of the finished structures will outweigh any temporary inconvenience to the road users; and the detrimental impacts, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Gilliam County, and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By R. L. Schroeder

R. L. Schroeder
Assistant State Highway Engineer

RHP:ljt dg

Endorsement to Oregon State Highway Division

Concur G. L. Green Date 8-1-72
Acting Division Engineer

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. E. Royer
F. L. Hall
V. D. Wolfe
L. H. Young
W. J. Hart
J. F. Putnam

ENGR. ☑ COOR. ☐ OE ☐ ☑ UE
UPE ☑ CE ☐ RE ☐ RP

June 30, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Negative Declaration
Juniper Canyon Creek Bridge Section
FAS 446, Rock Creek Road
Gilliam County

Scott Canyon Creek Bridge Section
FAS 440, Mikkalo Road
Gilliam County

Dear Mr. Green:

This negative declaration is preceding our location and design approval for the subject FAS-C project.

The proposal consists of bridge replacements at two locations in the central part of Gilliam County north of Condon. The Juniper Canyon Creek Bridge is at a location where Rock Creek Road crosses Juniper Canyon Creek, near the community of Olex, and the Scott Canyon Creek Bridge is located where Mikkalo Road crosses Scott Canyon Creek west of the community of Mikkalo.

The Juniper Canyon Creek Bridge will consist of a reinforced concrete structure 26 feet long with a clear roadway width of 30 feet, and the Scott Canyon Creek Bridge will consist of a reinforced concrete structure 33 feet long with a clear roadway width of 30 feet. The project will also include guardrail installations and removal of existing bridges. Gilliam County will construct all necessary approaches and connections, furnish and place riprap, and provide and maintain any necessary detours.

The purpose of the project is to replace two substandard timber structures, provide safety and convenience to the road user, and thereby improve the transportation system of Gilliam County.

The existing Juniper Canyon Bridge is a narrow timber structure 21 feet long and 19 feet wide set on concrete abutments. The Scott Canyon Bridge is a wood truss structure 31 feet long and 18 feet wide on concrete abutments. It is

essential that both bridges be replaced with modern wide concrete structures capable of carrying present day traffic loads. The fact that the Scott Canyon Bridge was recently demolished by a flash flood caused by a local cloud burst makes its replacement even more critical.

The routes, on which the Juniper Canyon and Scott Canyon Bridges are located, generally traverse steeply rolling agricultural lands where grain, hay and grazing form the principle economy. The services provided by the two roads are mainly farm-to-market, school bus, mail, grain, hauling, and minor recreation. The most noticeable impact of the proposed project will be in the restoring and maintaining safe and convenient routes of travel for the road users and an economic benefit to the County in reduced maintenance costs. The new structures, with their larger waterway openings, will also alleviate adjacent roadway flooding and reduce property damage.

Juniper Canyon and Scott Canyon are typical of the dry brushy canyons in an area that is subject to seasonal thunder shower activity producing high water discharges of infrequent occurrance and short duration. Since these two canyons are dry at least 90% of the time, aquatic life is extremely limited; however, all precautions will be taken to protect the natural environment at the two bridge sites.

In accordance with comments submitted as part of the State Executive Department's A-95 review, all necessary pollution control methods will be used during construction to ensure that Juniper Canyon and Scott Canyon, their natural habitats and the surrounding environments will remain unimpaired. Federal, State, and local regulations concerning erosion control, air pollution and water quality will be enforced. Temporary and permanent methods of erosion and pollution control methods will be used; such as, seeding and mulching or riprapping of slopes, and prevention of waste and deleterious materials from entering or remaining in the canyon areas at the construction sites. Protective measures will be taken so that no harmful materials will be carried by future run-offs from the construction sites and allowed to impair or damage the water quality or habitat of other streams in the area which sustain constant water flows.

There are no public park and recreation facilities, or registered historic sites affected by the proposed project, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Since the project is for the replacement of structures at existing sites and no additional right-of-way is needed, a public hearing will not be required.

Minor inconvenience to the traveling public will occur while the roads are closed at the two bridge sites; however, detour routes will be available until the new facilities are completed. Adequate barricades, signing, and flagging for the temporary direction and protection of traffic will be provided.

The proposed project although not extensive in nature, is an important element in Gilliam County's program of providing a safe transportation system. The benefits of the finished structures will outweigh any temporary inconvenience to the road users; and the detrimental impacts, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Gilliam County, and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

RHP:ljt

Endorsement to Oregon State Highway Division

Concur_____Date_____
Division Engineer

MEMO TO FILES
June 23, 1972

RE: Scott Canyon Creek Bridge Section
FAS 440, Mikkalo Road
and
Juniper Canyon Creek Bridge Section
FAS 446, Rock Creek Road
Gilliam County

Pursuant to Paragraph 6c of PPM 20-8, public hearings will not be required for the subject projects due to the following stipulations:

1. Acquisition of additional right-of-way is not required. It is proposed to construct the two structures at the same locations as the existing bridges and within existing rights-of-way.

2. The new structures will have no adverse effect on the abutting properties.

3. The proposed bridges do not change the function or layout of connecting roads or streets or the facility being improved. The proposal consists of bridge replacement only and the County will construct the small amount of approach fills. The roadways will retain their functions as two-lane two-way roads.

Robert H. Prange
Rural Engineer
County and City Section

RHP:lat
cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
W. J. Hart
F. L. Hall
R. E. Royer
V. D. Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

ENGR. ☒ COOR. ☐ DE ☐ AE ☐ DE
UPE ☐ CE ☐ RE ☐ RPE ☐

June 22, 1972

Gilliam County Court
Courthouse
Condon, Oregon 97823

Attn: Hon. James O. Burns
Judge

Gentlemen:

Enclosed are two copies of an agreement in connection with the Scott Canyon Creek Bridge on FAS 440 and the Juniper Canyon Creek Bridge on FAS 446.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 14½% for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the County's records.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:lat
Encl.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1972

To: Harold Reynoldson
Rural Program Engineer

B U I L D I N G

SUBJECT: Scott Canyon Cr. Bridge Sec.
FAS 440, Mikkalo Road
Gilliam County

Juniper Canyon Cr. Bridge Sec.
FAS 446, Rock Creek Road
Gilliam County

The Environmental Unit has reviewed the attached negative declarations and submit the following comments for your consideration in preparing the final form.

1. Date of A-95 clearinghouse review should be discussed and a summary given of all comment received.

2. Letter from Game Commission District Biologist (attached) with 6 points concerning time and method of work etc. should be discussed.

3. If any hydraulics studies have been done, they should be summarized and discussed.

Don Byard
Environmental Director

Attachments
DB:wj
cc: Robert E. Royer

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COUNTY & CITY SECTION
JUN 22 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

FAS 440-446
Gilliam Co.

Gilliam County Road Department

P. O. Box 382
Condon, Oregon 97823

County Shop
384-5717

Bookkeeper
[redacted]

June 20, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Att: H. S. Cox,
City-County Road Division

Dear Mr. Cox:

It is our intention to furnish detour roads and signing for same on FAS Bridges No. 440 and 446, recently designed for Gilliam County.

Yours very truly,

GILLIAM COUNTY ROAD DEPARTMENT
R. D. Richardson, Roadmaster

By S Greenfield Bookkeeper

BDR:SG

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COUNTY & CITY SECTION
JUN 21 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

Copy to C. G. Swenson

6/19/72

PRELIMINARY DRAFT
Negative Declaration

Re: Juniper Canyon Creek Bridge Section
Rock Creek Road (FAS 446)
Gilliam County

This negative declaration for the subject project has been prepared pursuant to Federal Highway Administration PPM 90-1, paragraph 6m, where the anticipated impact of the proposed construction is not significant.

LOCATION AND DESCRIPTION OF PROJECT — The proposed project is at a location where Rock Creek Road crosses Juniper Canyon west of Olex, Gilliam County.

The proposed project consists of constructing a reinforced concrete bridge 26 feet long with a clear roadway width of 30 feet. The proposed project will also include guardrail and removal of the existing bridge. Gilliam County will construct the approaches and connections, furnish and place riprap and construct and maintain a detour. The proposed project will be constructed on the existing alignment and additional right-of-way is not required.

PURPOSE OF PROJECT — The purpose of the project is to replace an existing substandard timber bridge, to provide safety and convenience to the road user and to enhance the transportation system of Gilliam County.

The existing bridge, built in 1961, is of substandard construction to accommodate existing traffic; therefore, total replacement is necessary.

DISCUSSION OF ENVIRONMENTAL IMPACTS — Rock Creek Road leads north out of Olex and traverses the rolling hills to its intersection with FAS 714, approximately 11 miles south of Blalock. Land use along the route is mainly agricultural. The services provided by Rock Creek Road are farm-to-market, school bus, mail, residential and recreational. The most noticeable impact of the proposed project will be in providing a safe and convenient route for the traveling public and a benefit to the County in reduced maintenance costs.

There are no public park and recreation facilities, or registered historic sites directly affected by the project, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

A public hearing will not be offered since additional right-of-way is not required.

Minor inconvenience to the traveling public will occur while the road is closed during construction; however, a detour route will be available until the new facility is completed. Adequate signing and flagging for the temporary direction and protection of traffic will be provided.

BASIS FOR NEGATIVE DECLARATION

The proposed project is an important element in Gilliam County's transportation system and is necessary for public safety. The benefits of the finished project will outweigh any temporary inconvenience to the road user. The detrimental impact, if any, to the local environment will be negligible.

6/19/72

copy to John Oaks
R.N. Chase
CG Swanson
WE. Schwartz

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

6-16-72

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 446

Project Name
Juniper Canyon Creek (Olex) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured. There was no additional R/W required

2. We hereby certify that: (check two)

☐ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Condon, Oregon,

this 16 day of June, 1972.

Gilliam County

Judge

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 19 1972
☑ ENGR. ☑ COOR. ☑ CE ☐ RE ☑ UP
☑ UPE ☑ BE ☐ RRE ☑ PPE ☐

(5/12/70)

Copy to: - John Oaks
R.N. Chase
G.G. Swanson
W.L Schwartz

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

6-16-72

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 440

Project Name
Scott Canyon Creek (Mikkalo Rd.) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Condon, Oregon,

this 16 day of June, 1972.

Gilliam County

Judge

Commissioner

Commissioner

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COUNTY & CITY SECTION
JUN 19 1972
☑ ENGR. ☑ COOR. ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ PPE ☐

(5/12/70)

June 14, 1972
(date)

1-9-72

Gilliam County Court
Courthouse
Condon, Oregon 97823

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 446

Section Juniper Canyon Creek (Olex) Bridge: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

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COUNTY & CITY SECTION
JUN 22 1972
ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

JUN 16 1972
(date)

By James V. Brown
By Clarence Pates
Commissioner
By Lester Brooks
Commissioner

cc: L. H. Young
Attn: Duane Ridings

June 14, 1972
(date)

Gilliam County Court
Courthouse
Condon, Oregon 97823

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 440

Section Scott Canyon Creek (Mikkalo Road) Bridge: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUN 22 1972
☑ ENGR. ☑ COOR. ☑ UE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

JUN 16 1972
(date)

By John O Brown Jr.

By Clarence Fuller
Commissioner

By Lester Brooks
Commissioner

cc: L. H. Young
Attn: Duane Ridings

JUN 13 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

fas

MEMO TO FILES
June 13, 1972

Scott Canyon Creek (Mikkalo) Bridge
Juniper Canyon Creek (Olex) Bridge
FAS 440 and 446
Gilliam County

Last week the Scott Canyon Creek bridge was washed out by a cloudburst. So we are now requesting that these two bridges be moved up to the July letting if possible.

Now off to August because we do not have Neg. Declaration 2nd design approved HR

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat

Copy to:- Walt Hart
W.E. Schwartz - Reg. 5
L.H. Young

NOTED
R. D. ASBURRY

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
ENGR. COOR. CE LE UE
UPE CE RE RPE

Asbury

6-13-72
Bob Wright advised that Br. could be ready for July letting. This project will be advanced to the July letting
R. D. Asbury

RECEIVED
JUN 13 1972
PROGRAMING SECTION

cc: Hart, Reynoldson, Swenson, Gifford, Chase

June 13, 1972

Gilliam County Court
Courthouse
Condon, Oregon 97823

Scott Canyon Creek (Mikkalo Rd.) Bridge
Juniper Canyon Creek (Olex) Bridge
FAS 440 and 446
Gilliam County

Attention: Mr. R. D. Richardson
Roadmaster

Gentlemen:

Two copies of the Right-of-Way Certificate for this project are enclosed. Would you please complete them and return one signed copy to this office.

This copy should be returned to us by June 22 so that we can get this project on the July 27 schedule.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:lat
Encl.

FORM S-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 4, 1972

To: MEMO TO THE FILES

SUBJECT: Juniper Canyon Bridge
Rock Creek Road, FAS 446
Gilliam County

The existing bridge, a narrow wooden structure with a felloe guard only on each side, is located about 150 feet westerly of the John Day Highway near Olex. The county is interested in replacing the structure with one having a wider roadway; flooding has not submerged the bridge deck in the past although water has inundated the sag in the roadway between the bridge and the John Day Highway to a depth of 0.5 - 1.0 foot (1964 flood elevation).

A meeting was held at the site to discuss flooding and criteria governing the profile grade for the new road. Those present were Mr. Richardson, Gilliam County Roadmaster, Mr. H.S. Cox, County-City Engineer, and Mr. Macnab and the undersigned from the Hydraulics Unit. Besides the problem of a narrow structure, the roadway alignment (horizontal and vertical) presents an undesirable condition for the truck traffic entering and leaving the John Day Highway. Flooding of the roadway, although of no real concern to the county because of its infrequent occurrence and short duration, should be alleviated.

It was suggested that the easiest construction would be to drive H-piling for the end bents far enough behind the existing abutments to provide for the 28-foot width structure without interfering with the existing abutments which would remain in place; however, further study indicates that this plan is not feasible for several reasons:

1. Additional concrete would be needed on top of the existing abutments to raise them to the bottom of the bridge slab.

2. It may not be possible to drive the required H-piling deep enough for lateral support because of bedrock at or near the streambed level.

3. The existing abutments will not fit the new horizontal alignment.

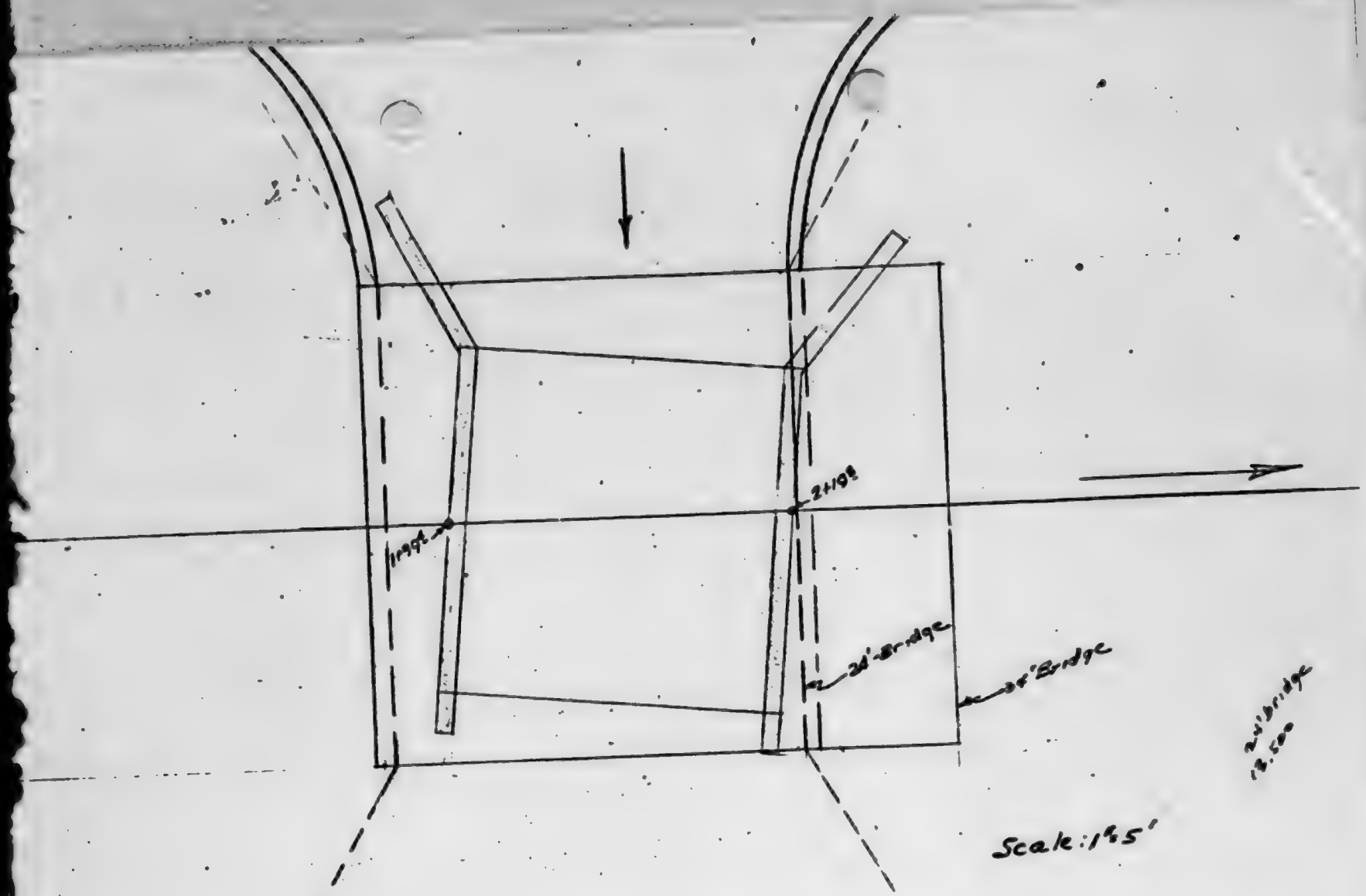
4. The available waterway opening is not sufficient to pass runoffs similar to the 1964 flood. This area of the state is subject to thundershower activity which could easily produce discharges as high or higher than the 1964 flood peak.

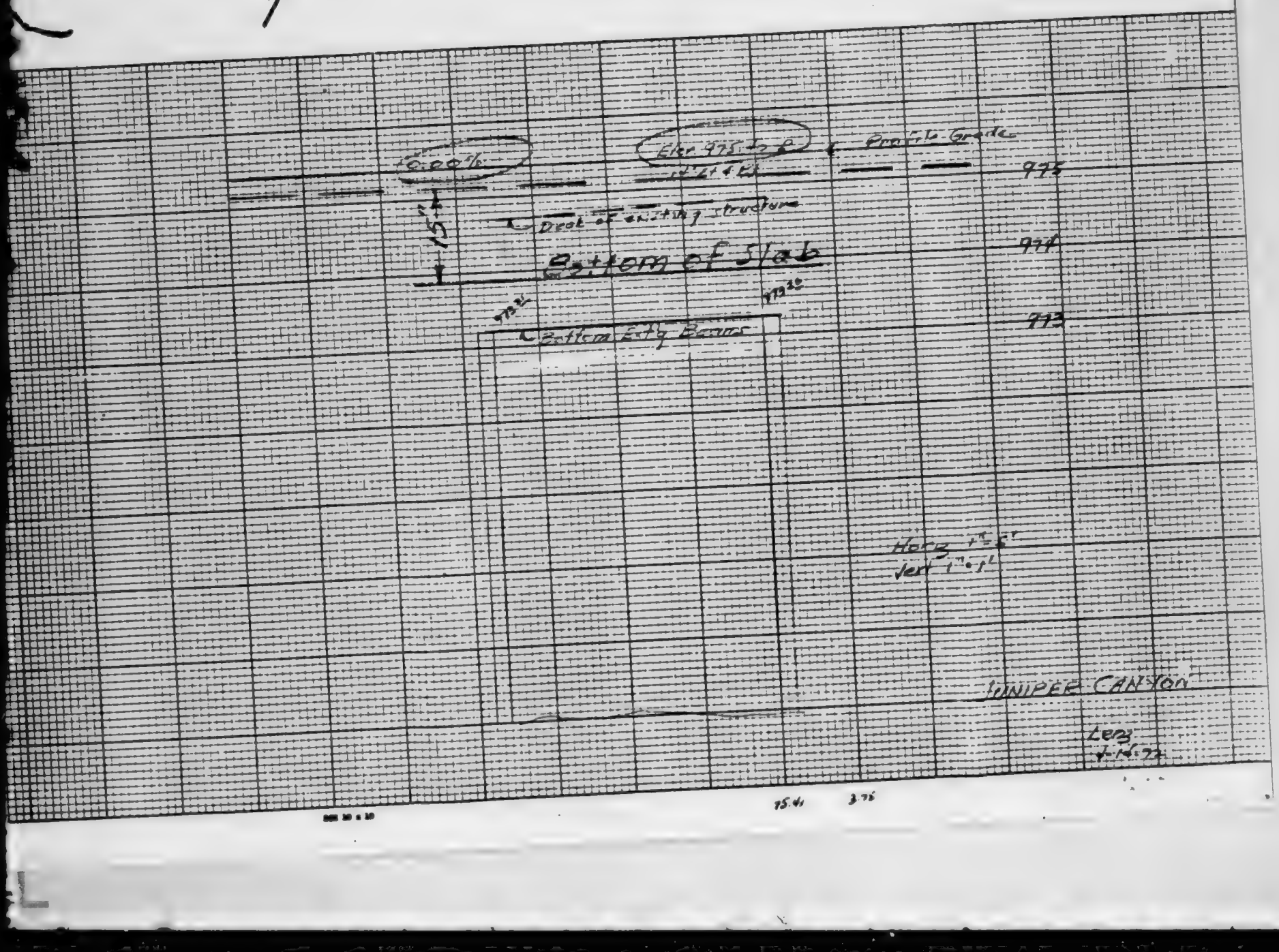
A plan-profile map is attached showing the gradient and elevations requested by Mr. Richardson. We suggest a 24-foot slab span on concrete abutments to be placed in the position as indicated on the attached map. Riprap should be placed both upstream and downstream from the abutments to prevent scouring from the high velocities. Because of the extreme velocities possible, it is suggested that instead of the conventional design for wingwall on the upstream side, that it be modified to extend a few feet farther upstream and to be aligned similar to a spur dike (elliptical alignment).

The county is to construct the approaches and provide the detour during construction.

Richard L. Lenz
Hydraulics Engineer

RLL:jp
Attach
cc: V. D. Wolfe
R. W. Ellison
Donald R. Byard


1+99.4
2+19.4
24'-Bridge
36'Bridge
Scale: 1"=5'


Elev 975.4 @ ℄
Finish Grade
975
Bottom of existing structure
974
Bottom of Slab
973
Bottom Edge Beams
Horiz 1"=5'
Vert 1"=1'
JUNIPER CANYON
Lenz
7-14-72

HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (1964)
Discharge-c.f.s.	2100	2100
Frequency-yrs.	**	**
H.W. Elevation Natural Channel	972	973
H.W. Elevation Channel Change		
Velocity-f.p.s.	17	17

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity

** Not enough gaging records to determine frequencies

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

JUNIPER CANYON BRIDGE
GILLIAM COUNTY FAS 446

APPROVED:

BRIDGE ENGINEER

DATE 5-3-72 BRIDGE NO.

DESIGNED Leng

DRAWN DRAWING NO.

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 3, 1972

SUBJECT: Scott Canyon Bridge
Mikkalo County Road
Gilliam County

To: MEMO TO THE FILES

The existing bridge is a wood truss structure on poor vertical alignment. The bridge is located at the bottom of an approximate 6 percent gradient which terminates abruptly at the bridge which is on a 0.00 percent gradient. During the harvest season the bridge is subjected to extreme conditions resulting from loaded grain trucks traveling downgrade around a 150-foot radius curve from the south and "hitting" the bridge with such force that the stringer on the northwest corner has been crushed about three inches. This is the main reason for the bridge replacement project; flooding which occurs at the site, although high at times, is not the problem.

Information received from Mr. Richardson, Gilliam County Roadmaster, indicated that water had flooded the deck of the bridge by approximately 2 feet. This conclusion could be erroneous if it were determined from debris deposits on the side of the bridge truss members--debris buildup against the side of any obstruction is usually higher than the actual water surface. The flood marks immediately downstream from the bridge do not indicate that water reached this height.

The 1964 peak discharge was estimated by slope-area calculations to be 2600 cfs. The existing bridge opening under ideal conditions is adequate to convey a flood of this magnitude; however, a farmer has a wire fence across the bridge opening and this, plus the accumulation of brush and tumbleweeds against the fence, could have been the cause of water building up behind the bridge and inundating it. Poor entrance conditions to the bridge could have added to the backwater.

A meeting was held at the bridge site at which time this information was discussed. Present were Mr. Richardson, Mr. H.S. Cox, County-City Engineer, and Mr. Macnab and the undersigned from the Hydraulics Unit.

GPO 852478-734

Mr. Richardson was not concerned with the occasional flooding of the roadbed and suggested some field controls to be met for the vertical alignment. This vertical alignment is shown on the attached plan-profile. It was suggested that the bridge be constructed by driving H-piling for the end bents with a span length which would provide a 28-foot roadway width without disturbing the existing vertical abutments (to remain in place). The old abutments would not be used as support structures. Additional concrete would have to be added to the top of the existing abutments to bring them up to the bottom of the slabs.

Under this proposal the elevation of the bottom of the slabs would be a minimum of 1-1/2 feet higher than the bottom of the existing stringers which would give a freeboard and factor of safety for a similar flood. It would still be possible for water to top the roadbed east of the bridge, but this is apparently of no concern to the county.

H-piling must penetrate for some distance below the streambed in order to provide lateral support. The streambed at this site shows solid rock a short distance upstream and again downstream about 300 feet, indicating that it probably extends through the bridge site. This suggests that sufficient pile penetration would not be possible and that the above proposal would not be feasible at this site. Since it is not necessary to pass all floodwaters through the bridge opening, it is suggested that the existing bridge be replaced with a 32-foot slab-span with vertical abutments to the vertical alignment shown on the attached sketch.

Richard L. Lenz
Hydraulics Engineer

RLL:jp
Attach
cc: V. D. Wolfe
R. W. Ellison
Donald R. Byard

HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (1964)
Discharge-c.f.s.	2600	2600
Frequency-yrs.	XX	XX
H.W. Elevation Natural Channel	996+	998
H.W. Elevation Channel Change		
Velocity-f.p.s.	9	9

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity

** Not enough gaging records to determine frequencies

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

SCOTT CANYON BRIDGE
Gilliam Co FAS 446

APPROVED:

BRIDGE ENGINEER

DATE 5-2-72 BRIDGE NO.

DESIGNED LCB

DRAWN DRAWING NO.

CH/FAS

CLEARINGHOUSE REPORT

To be used by all Clearinghouses and Committees.
Please try to complete and send to addressee within one week.

1. Re: [X] Notice of Intent — OMB Program # _____
   [ ] Environmental Impact Statement — Date _____
   [ ] Other _____

2. Project:
   Name Scott Canyon Creek (Mikkalo Road) and Juniper Canyon Creek (Olex) Bridges
   Location FAS 440 & 446, Gilliam County
   Applicant Agency Oregon State Highway Division
   Contact L.H. Young, Program & Planning Engineer Tel. 378-6563
   Highway Building, Salem, Oregon 97310

3. This report is (check one):

   [ ] From County Clearinghouse _____

   To East Central Oregon Association of Counties
   c/o Buzz Banta, Box 370, Pendleton, Oregon 97801

   [X] From East Central Oregon Association of Counties

   To Applicant Agency.

RECEIVED
COUNTY & CITY SECTION
JAN - 6 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

4. Comments:

   ( ) Project has no effect in this area and we have no comment.

   (X) Project has no adverse effects and we approve.

   ( ) Project has adverse effects and we disapprove. (See explanation below.)

   ( ) The Environmental Impact of this project is adequately described in the Statement.

   ( ) The Environmental Impact Statement does not include all the significant effects (see below.)

   ( ) We require more information (see below).

NOTED
R. D. ASBURRY

BEN GIFFORD

gifford

cc: January 5, 1971
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
H.S. Cox
B.L. Gifford
H.W. Oswald
W.E. Schwartz

( ) Further comments: _____

5. Signed: _____ Date December 28, 1971
Authorized Agent
Allan Banta, Executive Secretary

For: East Central Oregon Association of Counties
Clearinghouse or Committee

Box 370, Pendleton, Oregon 97801 Tel. 276-3811 Ext. 422
Address

SALEM, OREGON
March 17, 1972
22

Mr. Victor Wolfe
Location Engineer

BUILDING

Attn: Mr. P. L. Carstensen

Scott Canyon Creek Bridge Sect.
Mikkalo Road, FAS 440
Gilliam County

Juniper Canyon (Olex) Bridge Sect.
FAS 446
Gilliam County

The survey data for subject bridges has been examined and has been found to be consistent with the projects as requested by the County and approved by the Highway Commission.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Pete: All information except the Scott Canyon field notes delivered to John Wood in Bridge.
H.R.

FAS-e ?

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

March 17, 1972

cc's sent 3-20-72

E. S. Hunter
L. H. Young
W. J. Hart (2)
C. G. Swenson
F. E. Terpin (2)
W. H. Tebeau
W. E. Schwarts (4)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Victor D. Wolfe
Location Engineer

Dear Sir:

This is in reply to your letter regarding projects:

Scott Canyon Creek Section - FAS 440 - Gilliam County

Juniper Canyon Creek Section - FAS 446 - Gilliam County

(Our comments on Blind Slough Bridge Section were sent to you earlier.)

We are enclosing a copy of comments of our district biologist on FAS 440 and 446, which were sent in reply to the Federal Aid Coordination Section. The comments should suffice to explain our concern for wildlife resource protection.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

Enc.

Dir. FCO

NOTED
W. H. TEBEAU

RECEIVED
MAR 20 1972
LOCATION
SECTION

STATE OF OREGON

INTEROFFICE MEMO

TO: Federal Aid Coordination Section
301 Public Service Bldg.
Salem, Oregon 97310

DATE: December 9, 1971

FROM: Note Signature below

File Title: Highway Division
Scott Canyon Cr. (Mikkalo Rd) and
Juniper Canyon Cr. (Olex) Bridges

PNRS 71.0570

SUBJECT: PROGRAM REVIEW

Return Date: January 31, 1971

We have reviewed the Subject Proposal for its relationship to existing or proposed plans or programs of this agency and comment as follows:

( ) It has no significant effect and we have no comment.

( ) It has no adverse effect and we approve.

( ) It has adverse effects and we disapprove.

( ) We are interested but require more information.

(X) Additional Comments for Project Improvement.

EXPLANATION AND COMMENTS

The following stipulations should be strictly adhered to:

1. All equipment should be kept out of the active flow of the stream.
2. All fuel and oil used in equipment must be kept away from the water courses and care should be exercised to prevent spillage.
3. Streamside vegetation adjacent to Scott Canyon and Juniper Canyon Creeks should not be disturbed.
4. The bridge footings should be excavated and constructed in the dry to prevent unnecessary siltation.
5. All exposed soil areas created must be riprapped to prevent stream siltation. Exposed areas above the high-water line should be seeded to grasses having rapid growth and high soil-stabilizing qualities.
6. Obstructions which would hamper fish passage must be kept out of the stream.

Any activity which would cause a deviation from the above guidelines should be coordinated with the Oregon Game Commission District Fishery Biologist (Errol Claire, John Day) well ahead of work implementation.

Telephone 575-1162 or 575-1983

Agency Oregon State Game Commission By James V. Phelps

FAS
440 & 44L
Kittitas

CON LAG 159 3-16-72 8.21 AM

GEOREE WILLS

RE SCOTT CANYON CREEK AND JUNIPER CANYON CREEK

L. C. JOHNSON CONTACTED COUNTY. THEY HAVE NO RECORD OF SIZE OR REINFORCING IN ABUTMENTS. WE RECOMMEND NOT USING EXISTING ABUTMENTS.

PLEASE PASS THIS ON TO BRIDGE SECTION.

C O FREDRICKSON
BVLT.

RECEIVED
COUNTY & CITY SECTION
MAR 16 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

RECEIVED
FOR FILING

EXECUTIVE DEPARTMENT

7817

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

January 4, 1972

George Baldwin, Administrator
State Highway Division
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Scott Canyon Cr. (Mikkalo Rd) and
Juniper Canyon Cr. (Olex) Bridges
PNRS #71.0570

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed its review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

The Fish Commission added:

"We notice that the county will be handling the approaches. Recently we've had some fishery conflicts with this sort of arrangement in that the county didn't seem to be fully aware of the damage to the fishery that they could create by allowing heavy equipment in the stream, creating excess turbidity in stream or bulldozing stream gavel to form berms, etc.; with these types of activities controlled we anticipate no fishery conflicts and the project is approved."

The Game Commission warned:

"The following stipulations should be strictly adhered to:

"1. All equipment should be kept out of the active flow of the stream.

NOTED
TOM EDWARDS

1-7-72
REFERRED TO
Hunter-Schroder
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

"2. All fuel and oil used in equipment must be kept away from the water courses and care should be exercised to prevent spillage.

"3. Streamside vegetation adjacent to Scott Canyon and Juniper Canyon Creeks should not be disturbed.

"4. The bridge footings should be excavated and constructed in the dry to prevent unnecessary siltation.

"5. All exposed soil areas created must be rip-rapped to prevent stream siltation. Exposed areas above the high-water line should be seeded to grasses having rapid growth and high soil-stabilizing qualities.

"6. Obstructions which would hamper fish passage must be kept out of the stream.

"Any activity which would cause a deviation from the above guidelines should be coordinated with the Oregon Game Commission District Fishery Biologist (Errol Claire, John Day) well ahead of work implementation."

With these cautions, we are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

RECEIVED
JAN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 1 2 1972
FOR FILING

DEC 31 1971
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Info-Ed.
Surname

OREGON STATE HIGHWAY DIVISION

7817

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 30, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc's sent 1-12-72

E. S. Hunter
L. H. Young
W. J. Hart. (3)
C. G. Swenson
F. E. Terpin (3)
W. H. Tebeau
W. E. Schwartz (4)
J. E. Versteeg (2)

Dear Mr. Schoning:

Attached are Location Prospectuses for the Scott Canyon Creek Section of FAS 440 in Gilliam County, the Juniper Canyon Creek Section of FAS 446 in Gilliam County, and the Blind Slough Bridge Section of FAS 757 in Clatsop County.

These prospectuses are forwarded to satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963.

RECEIVED
JAN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
E. S. HUNTER

By Victor D. Wolfe

Victor D. Wolfe
Location Engineer

Attachments

RECEIVED
JAN 12 1972
LOCATION
SECTION

SNR 1-7-72

Dear Mr. Wolfe,

The narratives indicate the state will contract the bridges & the county will do the approaches, detours. Some counties apparently are not aware of our concern on maintaining fish & water quality in the streams during construction periods. They should be encouraged to maintain the same high standards of protection as the Hwy. dept.

BURT Carnegie

RECEIVED
JAN 1
FOR FILING

CLEARINGHOUSE REPORT

12-28-71

To be used by all Clearinghouses and Committees.
Please try to complete and send to addressee within one week.

1. Re [X] Notice of Intent OMB Program #_____
7817 [ ] Environmental Impact Statement Date_____
[ ] Other_____

2. Project:

Name Scott Canyon Creek (Mikkalo Road) and Juniper Canyon Creek (Olex) Bridges
Location FAS 440 & 446, Gilliam County
Applicant Agency Oregon State Highway Division
Contact L.H. Young, Program & Planning Engineer Tel. 378-6563
Highway Building, Salem, Oregon 97310

3. This report is (check one):

[ ] From County Clearinghouse_____

To East Central Oregon Association of Counties
c/o Buzz Banta, Box 370, Pendleton, Oregon 97801

[X] From East Central Oregon Association of Counties

To Applicant Agency.

NOTED
E. S. HUNTER

4. Comments:

( ) Project has no effect in this area and we have no comment.

(X) Project has no adverse effects and we approve.

NOTED
R. D. ASBURRY

( ) Project has adverse effects and we disapprove. (See explanation below.)

cc: January 5, 1971
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
H.S. Cox
B.L. Gifford
H.W. Oswald
W.E. Schwartz

( ) The Environmental Impact of this project is adequately described in the Statement.

( ) The Environmental Impact Statement does not include all the significant effects (see below.)

( ) We require more information (see below).

BEN GIFFORD

gifford

( ) Further comments: _____

5. Signed: _____ Date December 28, 1971

Authorized Agent
Allan Banta, Executive Secretary

For: East Central Oregon Association of Counties
Clearinghouse or Committee

Box 370, Pendleton, Oregon 97801 Tel. 276-3811 Ext. 422
Address

RECEIVED
JAN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1971

7817

12-22-71

PREFIX NO. 511-1490

LOCATION PROSPECTUS
SCOTT CANYON CREEK SECTION
MIKKALO COUNTY ROAD, FAS 440
GILLIAM COUNTY

HIGHWAY: Mikkalo County Road. Federal-aid Secondary No. 440.

TERMINI: Bridge located 6.44 miles westerly of the junction of Mikkalo County Road with the John Day Highway at Mile Point 19.82.

PROGRAM: 1972 FAS-C Project.

NARRATIVE: This will be a location survey to prepare vicinity map, plans, specifications and estimate to construct a new bridge at the same location. County will construct and maintain detours. County will construct approaches and connections, signing for direction of traffic and furnish riprap, if necessary.

TYPICAL SECTION: 28-foot reinforced concrete bridge.

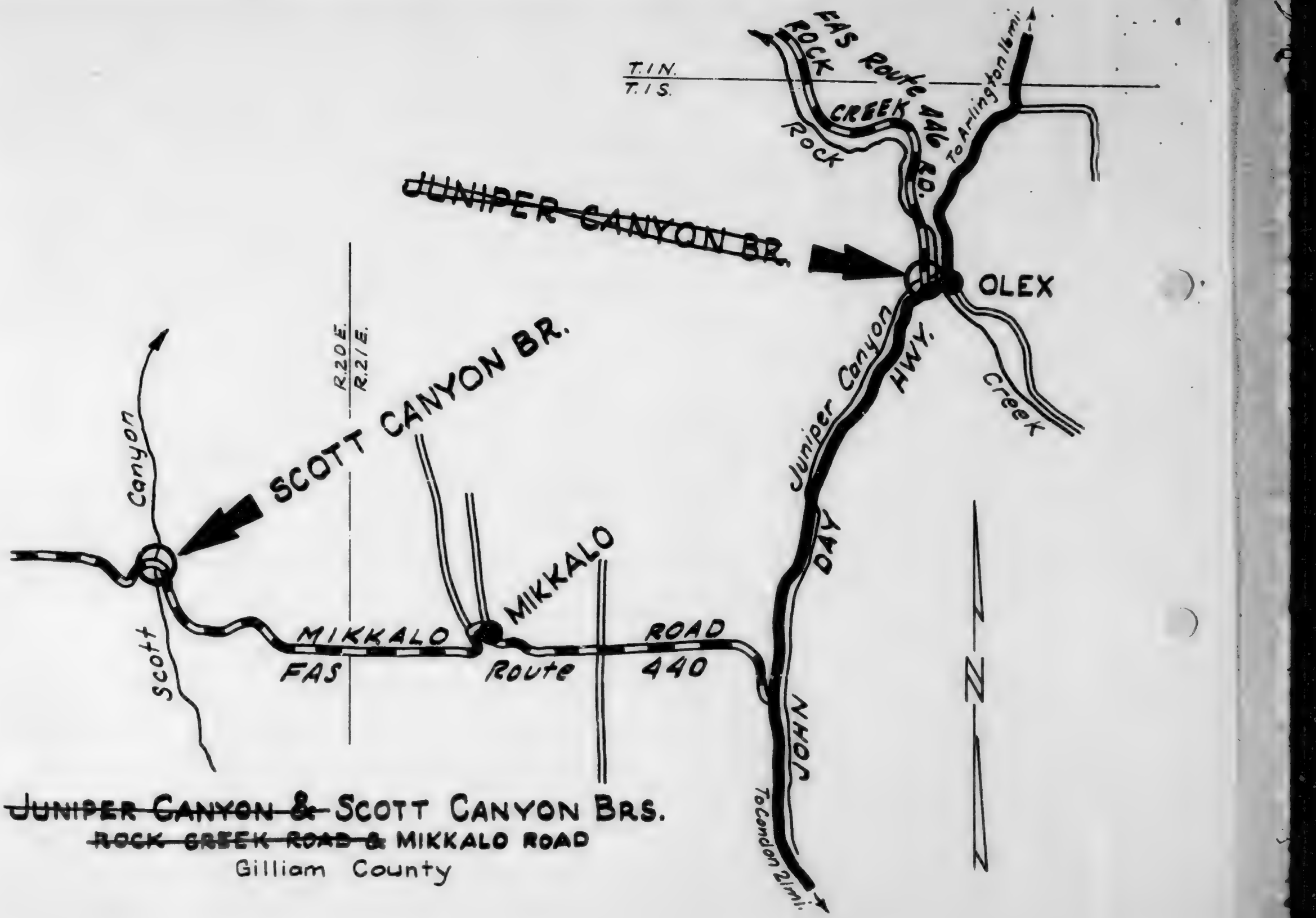
ACCESS: No changes.

AGREEMENTS: Routine FAS-C Project.

ADD'L FACILITIES: There are no railroads, airports or parks affected by this project.

December 22, 1971
Attachment

cc: Oregon State Game Commission
Federal Hwy Administration (3)
R. L. Porter
A. E. Johnson
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
V. D. Wolfe
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
R. W. Prentiss
R. E. Royer
W. H. Tebeau
G. C. Wills
Fish Commission of Oregon
H. S. Coulter, Region 5 (3)
F. B. Klaboe
E. S. Hunter
F. B. Crandall
I. D. Merchant (4)
F. D. Morgan
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
J. A. Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)



~~JUNIPER CANYON &~~ SCOTT CANYON BRS.

~~ROCK CREEK ROAD &~~ MIKKALO ROAD

Gilliam County

RECEIVED
JAN 3 - 1972
FOR FILING
7817

PREFIX NO. 511-1491

LOCATION PROSPECTUS
JUNIPER CANYON CREEK SECTION
ROCK CREEK ROAD, FAS 446
GILLIAM COUNTY

NOTED
A. E. JOHNSON
12-22-71

HIGHWAY: Rock Creek County Road. Federal-aid Secondary No. 446.

TERMINI: Bridge located approximately 0.05 mile westerly of the junction of Rock Creek Road with the John Day Highway near Olex.

PROGRAM: 1972 FAS-C Project.

NARRATIVE: This will be a location survey to prepare vicinity maps, plans, specifications and estimate to construct a new bridge at the same location. County will construct and maintain detours. County will construct approaches and connections, signing for direction of traffic and furnish riprap, if necessary.

TYPICAL SECTION: 28-foot reinforced concrete bridge.

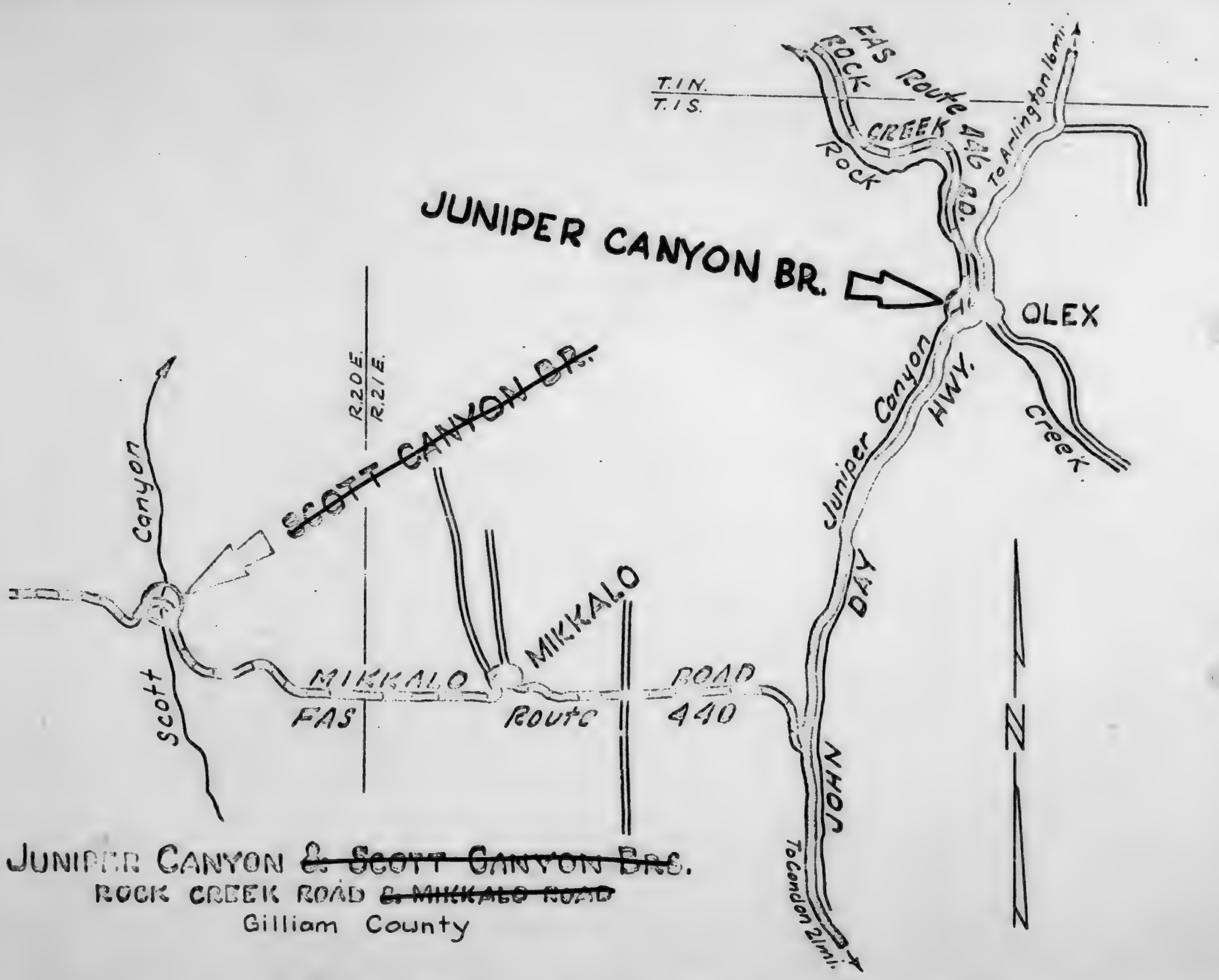
ACCESS: No changes.

AGREEMENTS: Routine FAS-C Project.

ADD'L FACILITIES: There are no railroads, airports or parks affected by this project.

December 22, 1971
Attachment

cc: Oregon State Game Commission
Federal Hwy Administration (3)
R. L. Porter
A. E. Johnson
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
V. D. Wolfe
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
R. W. Prentiss
R. E. Royer
W. H. Tebeau
G. C. Wills
Fish Commission of Oregon
H. S. Coulter, LaGrande (3)
F B. Klaboe
E. S. Hunter
F. B. Crandall
I. D. Merchant (4)
F. D. Morgan
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
J. A. Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)



JUNIPER CANYON ~~& SCOTT CANYON BRS.~~
ROCK CREEK ROAD ~~& MIKKALO ROAD~~
Gilliam County

RECEIVED
DEC
FOR P

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

7817

December 20, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This will acknowledge receipt of the Notice of Intent applications to apply for federal-aid assistance on highway projects designated as follows:

12/7 N. Santiam River (Greens) Bridge
FAS-126
Linn County

12/7 Scott Canyon Cr. (Mikkalo Rd.) and Juniper Canyon Cr. (Olex) Bridges
FAS-440 and 446,
Gilliam County

We have no comments on these proposed projects.

BEN GIFFORD

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

cc R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
H. W. Oswald
H. S. Coulter
J. B. Boyd
F. T. Lacey

RECEIVED
DEC 2 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 4 1971
PROGRAM & PLANNING

EXECUTIVE DEPARTMENT
LOCAL GOVERNMENT RELATIONS DIVISION
FEDERAL AID COORDINATION SECTION.
301 Public Service Bldg., Salem, Oregon 97310

12-15-71
Yeung

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING December 10, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0561	Federal Surplus Property	South Beaver Lookout Site Siuslaw National Forest	Lincoln County	4
71.0563	City of Maupin	Reconstruction of Secondary Sewage Treatment Plant and Expansion of Service $ 186,600	Maupin	9
71.0565	Mental Health Divison	Comprehensive Community Mental Health Care System Eastern Oregon $1,417,103	Baker, Gilliam, Grant Harney, Hood River Morrow, Sherman Umatilla, Union, Wallowa, Wasco, Wheeler	9 12 13 14
71.0566	Dept. of Transportation	Community/School Bus Project $ 69,425	Klamath County	11
71.0567	Dept. of Housing and Urban Development	Corps of Engineers, National Shoreline Study Columbia-North Pacific Region	Clatsop, Tillamook Lincoln, Lane, Douglas Coos & Curry	1 4, 5. 6,7
71.0568	Port of Umatilla	Industrial Park Develment $ 445,000	Umatilla	12

12-10-71

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7817

NOTED
JOHN EDWARDS

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0569	Highway Division	Tualatin River (Golf Course Rd) Bridge $ 500,000	Washington County	2
71.0570	Highway Division	Scott Canyon Cr. (Mikkalo Rd) and Juniper Canyon Creek (Olex) Bridges $ 60,000	Wasco County	9
71.0571	Highway Division	Cherry Heights Rd-Wright St $ 100,000	The Dalles	9
71.0572	Highway Division	N. Santiam River (Greens) Bridge $ 450,000	Linn County	4
71.0573	Mid Willamette	Program and Technical Assistance $ 587,537	Marion and Polk Counties	3
71.0574	Housing Assistance Council	Pilot Project - Housing $4,000,000	Nationwide	
71.0575	Southwest Program Development Corp.	Training and Technical Assistance - CG 6606	Nationwide Oregon-Eugene	5
71.0576	National Spanish Surnamed Management Association	Traning and Technical Assistance - Employment $ 299,988	Nationwide	
71.0577	Southwest Program Development Corp.	Training and Technical Assistance - CG 6607 $ 300,000	Nationwide Oregon-Eugene	5

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING December 10, 1971 Page 3

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
REPORT OF ENVIRONMENTAL IMPACT STATEMENTS				
71.0562	Portland District Corps. of Engineers	Days Creek Lake Project South Umpqua River	Douglas County	6
71.0564	Federal Highway Administration	Siuslaw River Highway	Lane County	5
71.0578	Highway Division	Austin Road Interchange Section Washington County - Sunset Highway	Washington County	2

RECEIVED
DEC 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1971
FILING

INTEROFFICE MEMO

STATE OF OREGON

DATE: December 9, 1971

12-10-71
Young

817

TO: R. L. Porter
State Highway Engineer

FROM: Federal Aid Coordination Unit
301 Public Service Bldg. Salem

SUBJECT: PNRS #71.0570
Scott Canyon Cr. (Mikkalo Rd) and
Juniper Canyon Cr. (Olex) Bridges

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by January 31, 1971.

If you have questions or need assistance, please let us know.

RECEIVED
DEC 16 1971
OFFICE OF
STATE HIGHWAY ENGR
SALEM, OREGON

WCK:mv

81-125-0018

RECEIVED
DEC 9 - 1971
FOR FILING

7817

December 7, 1971

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of Intent application to apply for federal-aid assistance.

Scott Canyon Cr. (Mikkalo Rd.) and
Juniper Canyon Cr. (Olex) Bridges
FAS 440 & 446, Gilliam County

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic and Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Management

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
R. N. Chase
B. L. Gifford

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 7, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 12	Scott Canyon Cr. (Mikkalo Rd.) and Juniper Canyon Cr. (Olex) Bridges
Federal Aid Secondary	FAS 440 & 446, Gilliam County

The estimated date of filing for federal-aid funds on this project is January 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By L. H. Young

L. H. Young
Program and Planning Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
H. W. Oswald
H. S. Coulter

RECEIVED
COUNTY & CITY SECTION
DEC 8 1971

CH-FAS
Gilliam

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 7, 1971

District 12, Council of Governments
c/o Buz Banta, Secretary
Umatilla County Courthouse
Pendleton, Oregon 97801

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary — Scott Canyon Cr. (Mikkalo Rd.) and Juniper Canyon Cr. (Olex) Bridges
FAS 440 & 446, Gilliam County

The estimated date of filing for federal-aid funds on this project is January 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

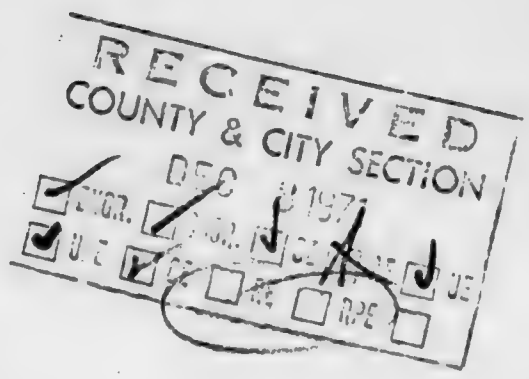
By L. H. Young

L. H. Young
Program and Planning Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
H. W. Oswald
H. S. Coulter



NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Scott Canyon Cr. (Mikkalo Rd.) and Juniper Canyon Cr. (Olex) Bridges FAS 440 & 446, Gilliam County

December 7, 19 71

FROM: Applicant Agency State Highway Division Salem, Oregon (Address)

Contact Person L. H. Young 378-6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No X.....(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District twelve (12) City - - - -

County Gilliam Special District(s) (if applicable) - - - -

Other affected jurisdictions/agencies - - - -

3. **Federal Program**

Common Program Name Federal-aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application.....

---

4. **Estimated Project Cost**

Federal Share $ 36,000 Source of State Agency Share

Loan..... Grant X

Local Applicant Share (Gilliam County) General Fund $.....

(if any) $ 12,000

State Agency Share $ 12,000 Other Funds (specify) $ 12,000 Highway

Other (Specify) $..... Indirect Cost Reimbursement

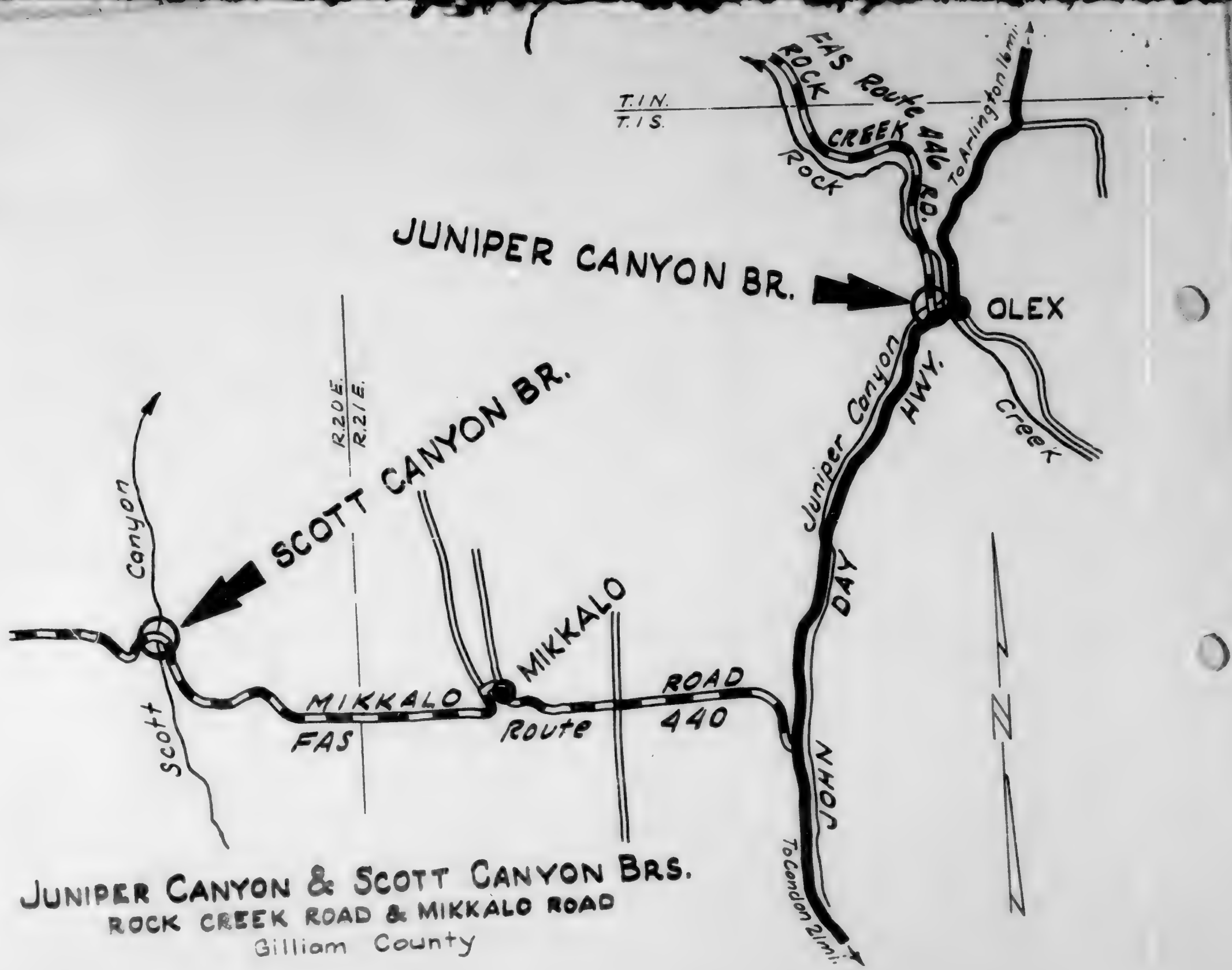
No X Yes ..... $ ..... (Approx)

Total $ 60,000

Will Federal share change: No X

Yes, from .....% to.....%

When.....



JUNIPER CANYON & SCOTT CANYON BRS.
ROCK CREEK ROAD & MIKKALO ROAD
Gilliam County

ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ AE ☒ RPE ☐

November 26, 1971

Gilliam County Court
Courthouse
Condon, Oregon 97823

Re: Scott Canyon Creek (Mikkalo Road)
Bridge Section, FAS 440

Juniper Canyon Creek (Olex)
Bridge Section, FAS 446

Gentlemen:

The Highway Commission at their November 24, 1971 meeting approved your request for the two subject projects.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Gilliam FAS No. 440 Date November 1, 1971
County Road Name Mikkalo Road No. 663
Section Name Scott Canyon
Type of Project Bridge
Location of Project (Attach sketch map) Section 14 - 1S-20E
ADT 80 Design Speed

Is this request for county bridge design only? Yes____ No X
County FAS bridge design? Yes X No____

MP 41.81

I. ROAD PROJECT DATA

1. Traveled Surface: Type_____ Width_____

2. Shoulders: Type_____ Width_____

3. Grading & Drainage:
   By County_____ County Date of Completion_____ By Contract_____

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract_____
   Has base design been given to County? Yes_____ No_____
   Will it be furnished? Yes_____ No_____

5. Leveling Course: N/A
   By County _____ County Date of Completion _____ By Contract_____

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract_____

7. Traveled Surface & Shoulders:
   By County _____ County Date of Completion _____ By Contract_____

8. Clearing:
   By County _____ County Date of Completion _____ By Contract_____

9. Curbs:
   Curbs Required? Yes_____ No_____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)_____
   Width between curbs_____

10. Are pedestrian walkways necessary? Yes_____ No_____

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No____

14. Will County adjust structure to additional width? Yes____ No____

15. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No____

17. Does County wish sight posts installed? Yes____ No____

18. Does County wish State to permanently stripe project? Yes____ No____

19. Will County do striping? Yes____ No____

20. Does County wish guardrail installed? Yes____ No____

N/A By County____ Contractor____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____No____
By seeding and mulching Yes____No____
By rock blanket Yes____No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____No____

23. Can through traffic be detoured? Yes____No____

24. Must new detour be constructed? Yes____No____

25. Will detour be maintained by County? Yes____No____

26. Will detour be maintained by Contractor? Yes____No____

27. Will County sign project outside work area during construction?
Yes____No____

28. Will Contractor sign project outside work area during construction?
Yes____No____

29. Should contract provide for permanent signing? Yes____No____

30. Should State do permanent signing? Yes____No____

31. Will traffic signals be required? Yes____No____
If yes, give location and type desired____
_____

32. Is project contingent upon other factors? Yes____No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain _____

N/A

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream Scott Canyon Creek

2. Name of bridge Scott Canyon Bridge

3. Dimensions of existing bridge. Length 32' Roadway Width 18'

4. Type of design and material used in existing bridge. Wood Truss on Concrete Abutments.

5. Location (please attach map with location marked): Section 14 Township 1S Range 20 E. W.M.

6. Desired width of bridge 28'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ____ No X
Upstream ____ Downstream ____ Width ____

8. Does County wish a particular type of bridge design? Yes X No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed slab on capped H bean for end supports. Present concrete abutments to remain in place.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No X
Explain Any needed Rip-Rap or approach material needed for completion will be furnished and placed by county.

10. Foundation Testing: By County? Yes ____ No X
By State? Yes X No ____

11. Will County close road during construction? Yes X No ____

12. Can presently established road be used as detour? Yes ____ No X

13. Must a new detour be constructed? Yes X No ____

14. Will detour be maintained by County? Yes X No ____

15. Will detour be maintained by Contractor? Yes ____ No X

16. Will County sign project outside work area during construction?
Yes X No ____

17. Will Contractor sign project outside work area during construction?
Yes ____ No X

18. Approaches or Connections by County Yes X No ____
by Contractor Yes ____ No X
Traveled surface: Type Oil Mat Width 22'
Shoulder surface: Type 1-0 Gravel Width 3'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No ____

N.W. quadrant distance from structure Appx. to House
N.E. quadrant distance from structure ~~Appx. to Field~~ --------
S.W. quadrant distance from structure --------
S.E. quadrant distance from structure --------

20. Guardrail: Desired on approaches or connections: Yes X No ____
By County ____ Contractor X
Right side only? Yes ____ No X
Both sides? Yes X No ____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes ____ No X
Use for detour? Yes ____ No X
Removed by County? Yes ____ No X
Removed by Contractor? Yes X No ____
Salvaged by Contractor for County? Yes ____ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes X No _____
By Contractor? Yes _____ No X

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes _____ No X Size _____
Company _____
b. Sanitary sewer mains: Yes _____ No X Size _____
Company _____
c. Storm sewer: Yes _____ No X Size _____
Company _____
d. Gas mains: Yes _____ No X Size _____
Company _____
e. Power lines: Yes _____ No X Size _____
Company _____
f. Telephone lines: Yes _____ No X Size _____
Company _____
g. Other Utilities: _____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes _____ No X

25. Does County wish lightpost bases and conduit installed?
Yes _____ No X

26. Does County wish complete job of illumination in project?
Yes _____ No X

27. Is project contingent upon other factors? Yes _____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: _____
_____
_____
_____

Remarks re Section II: _____
_____
_____
_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No_____
   By County? Yes_____ No X
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes XX No_____

3. Construction plans and specifications to be prepared:
   By State? Yes X No_____
   By County? Yes_____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes X No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum_____

2. Is any additional right-of-way needed? Yes_____ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No_____

N/A

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
    If yes, give name of irrigation company or district_____
    _____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No_____

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

N/A

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. **MATERIAL SOURCES DATA**

1. Gravel _____ Quarry _____ Cinders _____

N/A

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 34,000.00

2. Available FAS Funds $ 200,000.00 plus

3. Does County wish advancement of future Federal funds? Yes ____ No X
   Amount _____

4. Date match money is available March 1, 1972

5. Will there be any 100% County money? Yes ____ No X

6. Maximum amount of 100% County money available: $ 0

7. Date County requests letting: March 1, 1972

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

_____
O.S.H.D. Field Engineer

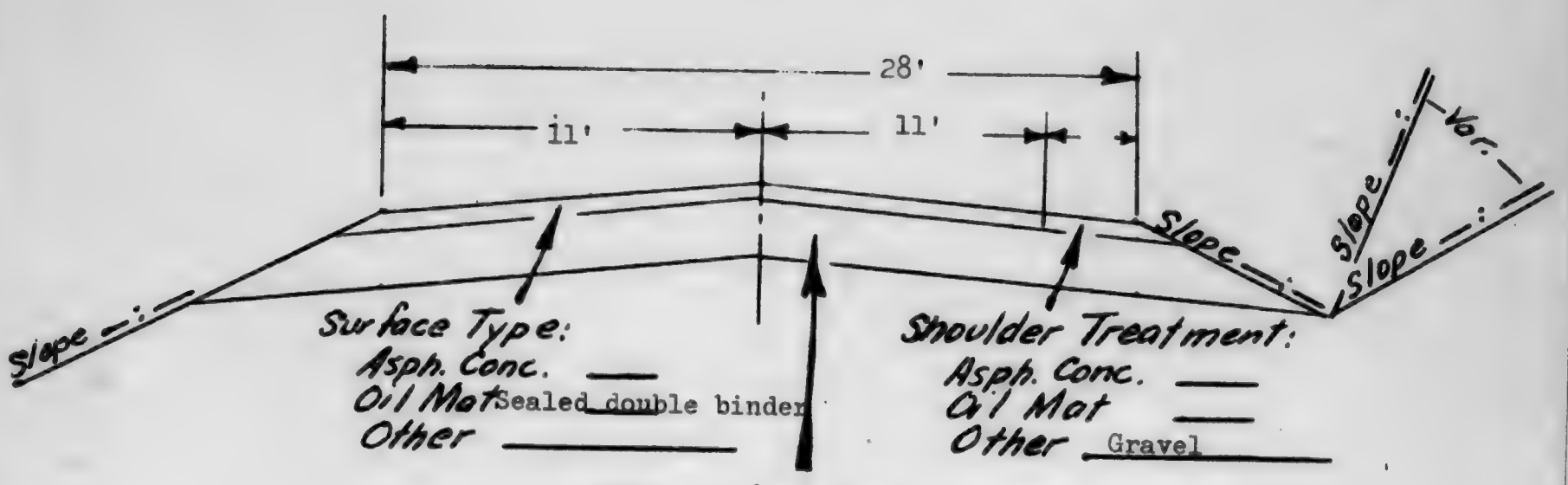
By _____
County Engineer or Roadmaster

Date _____

County Gilliam

Date Nov 3-71

TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat Sealed double binder
Other ___

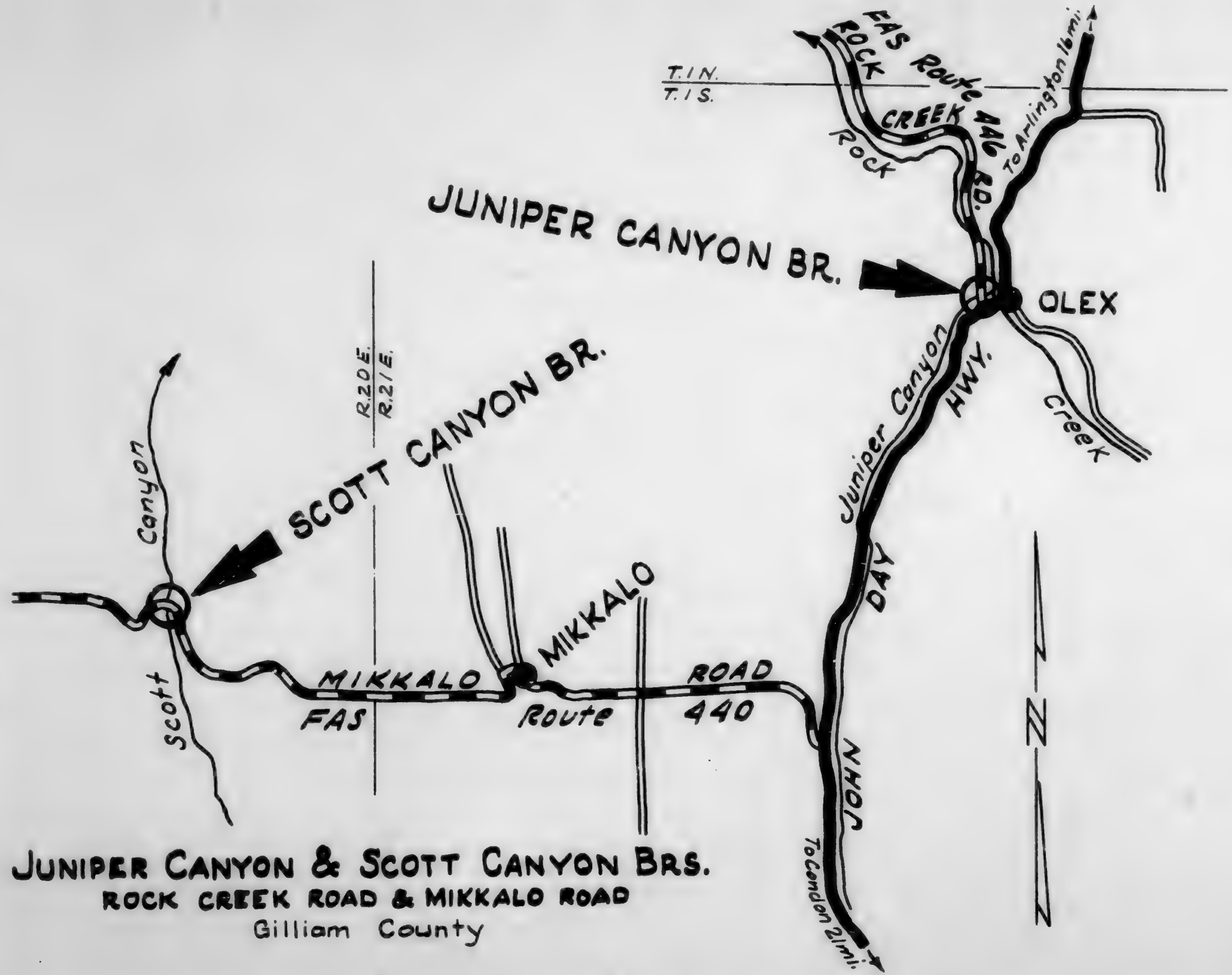
Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other Gravel

Type of Base:
Pit or Quarry Run ___
Crushed Stone XX
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___



JUNIPER CANYON & SCOTT CANYON BRS.
ROCK CREEK ROAD & MIKKALO ROAD
Gilliam County

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Gilliam FAS No. 446 Date November 1, 1971
County Road Name Rock Creek Road No. 540 Juniper Canyon Creek
Section Name ~~Middle Rock Creek Road~~
Type of Project Bridge
Location of Project (Attach sketch map) TWP 1S R21E Section 10
ADT 50 Design Speed

Is this request for county bridge design only? Yes ____ No X
County FAS bridge design? Yes X No ____

I. ROAD PROJECT DATA

1. Traveled Surface: Type ____ Width ____

2. Shoulders: Type ____ Width ____

3. Grading & Drainage:
   By County ____ County Date of Completion ____ By Contract ____

N/A

4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract ____
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
   By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
   By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
   By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
   Curbs Required? Yes ____ No ____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) ____
   Width between curbs ____

10. Are pedestrian walkways necessary? Yes ____ No ____

11. Are there any structures to be replaced or altered? Yes ____ No ____

12. Will replacement be by: County ____ Contract ____
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

N/A

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be maintained by County? Yes_____No_____

26. Will detour be maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain _____

N/A

Remarks re Section I: _____

II. BRIDGE PROJECT DATA

1. Name of river or stream Juniper Canyon Creek

2. Name of bridge Juniper Canyon Bridge

3. Dimensions of existing bridge. Length 20' Roadway Width 18'

4. Type of design and material used in existing bridge. Wood; concrete abutments.

5. Location (please attach map with location marked): _____
   Section 10 Township 1S Range 21 E. W.M.

6. Desired width of bridge 28'
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ____ No X
   Upstream ____ Downstream ____ Width ____

8. Does County wish a particular type of bridge design? Yes X No ____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed slab; Capped H beams for end support. Present concrete abutments to be left in place.
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No X
   Explain Any needed Rip-Rap or approach material needed for completion will be furnished and placed by County.

10. Foundation Testing: By County? Yes ____ No X
    By State? Yes X No ____

11. Will County close road during construction? Yes X No ____

12. Can presently established road be used as detour? Yes ____ No X

13. Must a new detour be constructed? Yes X No ____

14. Will detour be maintained by County? Yes X No ____

15. Will detour be maintained by Contractor? Yes ____ No X

16. Will County sign project outside work area during construction?
Yes X No ____

17. Will Contractor sign project outside work area during construction?
Yes ____ No X

18. Approaches or Connections by County Yes X No ____
by Contractor Yes ____ No X

Traveled surface: Type Oil Mat Width 22'
Shoulder surface: Type 1-0 Gravel Width 3'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes X No ____

Proposed structure appx. 200' North of Oregon State Highway No. 19.
N.W. quadrant distance from structure Appx. to grazing area.
N.E. quadrant distance from structure Appx. to Sub Station.
S.W. quadrant distance from structure ----------
S.E. quadrant distance from structure Driveway & Parking.

20. Guardrail: Desired on approaches or connections: Yes X No ____
By County ____ Contractor XX
Right side only? Yes ____ No X
Both sides? Yes X No ____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes ____ No X
Use for detour? Yes ____ No X
Removed by County? Yes ____ No X
Removed by Contractor? Yes X No ____
Salvaged by Contractor for County? Yes ____ No X
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes X No_____
By Contractor? Yes_____ No X

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No X Size_____
Company_____

b. Sanitary sewer mains: Yes_____ No X Size_____
Company_____

c. Storm sewer: Yes_____ No X Size_____
Company_____

d. Gas mains: Yes_____ No X Size_____
Company_____

e. Power lines: Yes_____ No X Size_____
Company_____

f. Telephone lines: Yes_____ No X Size_____
Company_____

g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No X

25. Does County wish lightpost bases and conduit installed? Yes_____ No X

26. Does County wish complete job of illumination in project? Yes_____ No X

27. Is project contingent upon other factors? Yes_____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No_____
   By County? Yes_____ No X
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No_____

3. Construction plans and specifications to be prepared:
   By State? Yes X No_____
   By County? Yes_____ No X

4. Does County desire center line to be permanently monumented as part of project? Yes X No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _____ Minimum_____

2. Is any additional right-of-way needed? Yes_____ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

N/A

7. Is there any merchantable timber on right-of-way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
    If yes, give type and name of utility company:_____
    _____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
    If yes, give name of irrigation company or district_____
    _____
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No_____

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

N/A

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry_____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

N/A

4. If County lease, what are royalty payments?_____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V_____

VI. FINANCIAL DATA

1. Estimated Cost: $ 26,000.00

2. Available FAS Funds $200,000.00 Plus

3. Does County wish advancement of future Federal funds? Yes_____ No X
   Amount_____

4. Date match money is available March 1, 1972

5. Will there be any 100% County money? Yes_____ No X

6. Maximum amount of 100% County money available: $ 0

7. Date County requests letting: March 1, 1972

Remarks re Section VI_____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:_____

This application is not complete without an attached exhibit showing location of project.

By Kenneth Bruce
County Judge or Comm. Chairman

By Clarence Collins
County Commissioner

By Lester Brooks
County Commissioner

By R D Richardson
County Engineer or Roadmaster

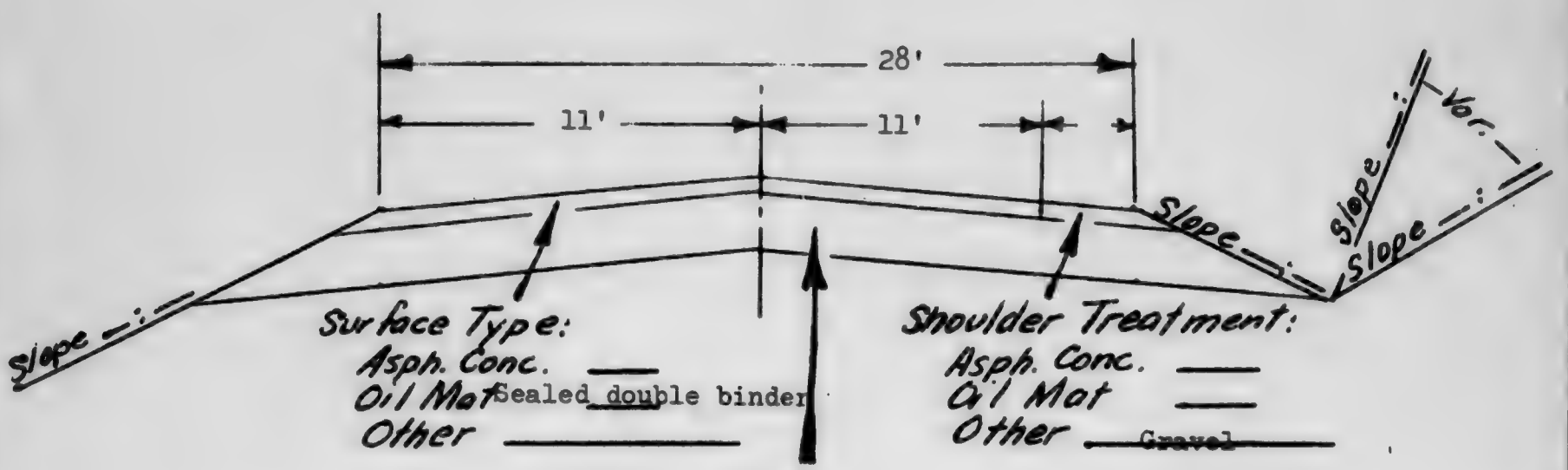
_____
O.S.H.D. Field Engineer

Date_____

County GILLIAM

Date NOV 3-71

TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat Sealed double binder
Other ___

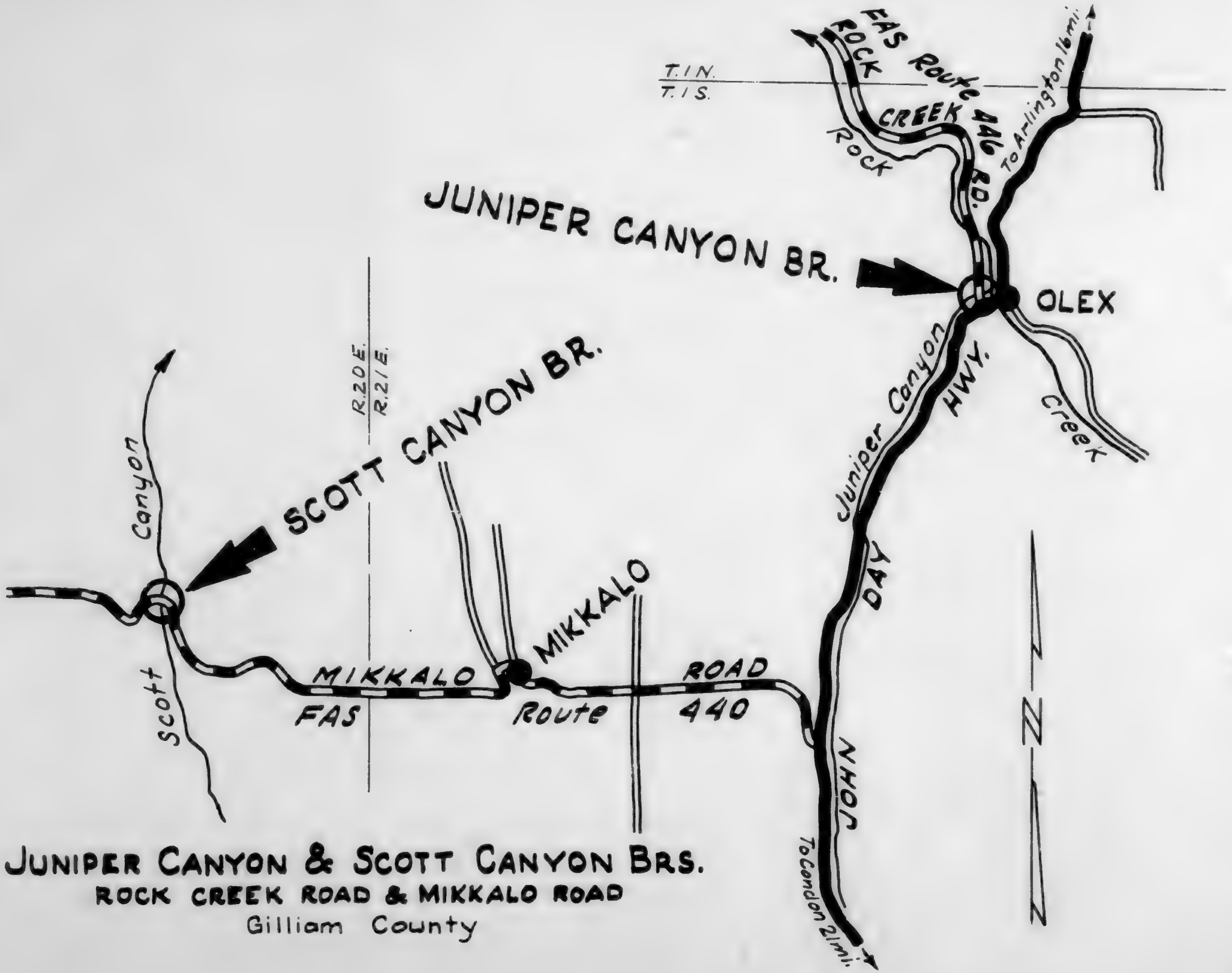
Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other Gravel

Type of Base:
Pit or Quarry Run ___
Crushed Stone XX
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___



JUNIPER CANYON & SCOTT CANYON BRS.

ROCK CREEK ROAD & MIKKALO ROAD

Gilliam County

South Canyon Cr. (Middle Rd) & Juniper Canyon Cr. (Chx) Bridges Gillham Co. fao
FAS 442 & FAS 96

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.27 Temporary Protective and Directional Measures for Traffic - Delete subsection 107.27 in its entirety and substitute the following:

107.27 Temporary Protective and Directional Measures for Traffic:

(a) General - All signs, barricades, lights, signals, cones, and other such "devices" except traffic striping, required to warn, safeguard, protect, guide and inform the public and the workmen during the performance of work under the contract shall be provided, furnished, constructed, installed, maintained, moved and removed by the contractor. Traffic striping, if required by written order of the engineer, shall be done as Extra Work. Also, all flagmen, signal operators, pilot car operators, pilot cars and other such "labor and equipment" required for the directing and guiding of public traffic, while said project is under construction, shall be provided and furnished by the contractor. These items enumerated above as "devices", and "labor and equipment", and any incidentals pertinent thereto, will be hereinafter collectively referred to as "protective and directional measures". These protective and directional measures shall be undertaken beyond and outside the limits of the project, as well as within the project limits, when they have direct bearing on or reference to the work under contract. The determination of what protective and directional measures are required, in addition to those herein set forth as minimums, shall be the responsibility of the contractor.

The devices to be furnished and used by the contractor and their placement and use shall conform to minimum requirements as such minimums are indicated on standard drawings of the plans, on specific project plans and in pertinent specifications. Cases, conditions and details not covered by said drawings, plans or specifications shall conform to the provisions of Part VI of the "Manual on Uniform Traffic Control Devices for Streets and Highways", current edition, published by the Federal Highway Administration, the applicable portions of which shall be understood to be minimum plans and specifications, and shall apply only when cases and conditions arise that are not covered by project plans and specifications.

The physical properties of the materials and equipment, and the qualifications of labor involved in these protective and directional measures shall conform to the provisions hereinafter set forth under (d) and (e).

All requirements for protective and directional measures as given herein shall be understood to be minimums, and it is understood and agreed that nothing herein precludes or estops the contractor from exercising his own judgment as to the adequacy thereof or as to the necessity or desirability of augmentation or supplementation thereof. However, such augmentation or supplementation shall conform in design and usage to similar design and usage of the specified minimums, and without conflict therewith.

RECEIVED
COUNTY & CITY SECTION
JUN 5 - 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

Pursuant to subsection 108.04, a preconstruction conference shall be held at a time and place agreeable to both parties at which the contractor shall submit to the engineer his plan and schedule showing his proposed order of work and his proposed plan covering all protective and directional measures which he proposes to employ, including augmentations and supplementations to the minimum requirements herein set forth; and he shall also advise the engineer from time to time of any revision thereof which he proposes to make during the performance of the work.

Should the contractor fail to furnish protective and directional measures as herein prescribed, the engineer may direct the contractor's attention in writing to such failure and the contractor shall forthwith undertake such corrective or remedial action as is proper. The responsibility for making provision for traffic and for providing protective and directional measures shall lie solely with the contractor.

In the event the contractor does not furnish protective and directional measures as above described, the work may become subject to suspension under the provisions of subsection 108.07, or the work may be performed by the State under the provisions of subsection 108.12.

(b) Construction identification signs (FA projects only) - On projects involving federal-aid funds, the contractor shall furnish and erect construction identification signs conforming to the details shown on the plans. Unless otherwise called for by the plans one sign shall be provided near each end of the project at the specific location directed by the engineer, and they shall be in place prior to commencement of work under the contract. Specific data concerning the amounts of funds and route numbers will be furnished by the engineer. The contractor may place this data and route number shields on separate panels attached to the signs.

(c) Contractor identification signs - The contractor shall furnish and erect contractor identification signs conforming to the details shown on the plans. Unless otherwise called for by the plans one sign shall be provided near each end of the project at the specific location directed by the engineer, and they shall be in place prior to commencement of work under the contract. The data describing the kind of work shall agree with that given in the contract and may be placed on separate panels attached to the signs.

(d) Materials - Materials used in construction of traffic control devices shall conform to the following:

(d-1) Signs - Materials and fabrication of signs shall conform to the requirements of Section 645. Unless otherwise indicated on the plans, all temporary signs shall be Type "O" signs, composed of orange reflectorized sheeting background on sheet aluminum or plywood with nonreflectorized black legend. Signs shall normally be mounted on one post. Rectangular signs having a width of more than 48 inches may be mounted on two posts.

(d-2) Sign posts - Sign post materials shall be wood of a size and quality that will adequately support signs mounted thereon. Posts shall be painted white and shall be either set in the ground or set in portable supports of a size and weight adequate to prevent blow-down.

(d-3) Barricades - Barricades shall be constructed of wood with metal connectors and fasteners suitable for the use intended.

(d-4) Barriers - Continuous Rail Traffic Barriers shall be constructed as shown on the plans with posts and rail members conforming to subsection 606.11.

(d-5) Lights and reflectors - Barricades and barriers indicated as "Lighted" shall be illuminated with 25 watt, nonflashing, amber lights on 25-foot centers. The barricades or barriers indicated as "Reflectorized" shall have yellow reflectors, approximately 3 inches in diameter, bracket mounted to the top of the barricade posts; or, in the case of barriers, bracket mounted to the top of the posts on 12.5-foot centers. Reflectors shall conform to subsection 711.03 of the Standard Specifications.

(d-6) Traffic signals - Signal heads and controllers shall conform to the applicable requirements of Section 661. Supports, wiring, and other appurtenances shall be appropriate to the intended use. Electric power shall be arranged for and provided by the contractor.

(d-7) Cones - Cones shall be manufactured of a material capable of withstanding impact without damage to the cones or vehicles. Conical cones shall have a minimum height of 24 inches, tubular cones shall be 40 inches high with a rectangular base and have two yellow reflectors. All cones shall be orange colored and highly visible both in daylight and darkness.

(d-8) Drums - The use of drums will not be permitted.

(d-9) Amber flashers - Amber flashers shall be of a type and size to be visible, when operating, for a minimum distance of 1300 feet during daylight hours.

(d-10) Guide posts - Reflectorized guide posts (Y-1) shall conform to the requirements of subsection 623.11 and shall be installed on approximate 50-foot centers at all locations where there is a hazardous vertical drop-off at the edge of the travel way and/or where construction work affects a ready definition of the edges of the usable travel way.

(e) Minimum requirements for labor and equipment - Labor under these provisions applies particularly to flagmen, signal operators, and pilot car operators, all of whom shall be physically and mentally qualified, trained in their duties, efficient and courteous. Each flagman on duty shall be identified with appropriate and distinctive apparel and shall be equipped with a standard, highly visible, reflectorized "Stop-Slow" hand sign for daylight use; and with illuminated stand area, or with red lantern or red light of high visibility for night use.

Pilot cars shall be identified with an appropriate informative sign mounted on the rear thereof and with a flashing yellow light, and shall be operated at prudent speeds.

(f) All appropriate existing guide and traffic control signs shall remain in operation throughout the duration of the project or until the installation of new permanent signs.

All devices under the provisions normally are to be and are to remain the property of the contractor and they shall be moved, removed or made inoperative, such as covering of signs, as occasion dictates during performance of work under the contract. Upon completion of the contract, unless otherwise provided, the devices shall be removed from the project and all evidence of their pre-existence shall be obliterated.

All devices shall be maintained by the contractor while in use. They shall be kept in proper position, clean and legible at all times. Lights, torches, lanterns and flashers shall be kept clean, visible and operable. Vegetative growth or other matter or object shall not obscure the devices. The efficacy of the installations shall be verified both in daylight and dark by actual travel and inspection by the contractor at frequent intervals. Devices damaged or destroyed by any means shall be repaired, replaced or restored by the contractor to maintain the continuity and efficacy of the installation involved.

All signs shall be mounted at 7'0" ± 3" above the edge of pavement unless otherwise permitted by the engineer in writing. Signs mounted at pavement level as permitted by the engineer shall not be in place longer then 48 hours and shall be provided with orange-colored high level flags.

~~At the end of paving on two or four lane, two-way roads where a definite change of roadway elevation occurs, the contractor shall place one W8-1-48 sign 400 feet before the drop-off occurs. In sections where one lane of a two or four lane, two-way road has a vertical drop between directions of travel, the contractor shall place one OW21-7-48 sign with appropriate rider facing each direction of traffic at the beginning of such area and additional OW21-7-48 signs, with rider, spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R4-1-48 signs shall be installed facing each direction of traffic at mid-intervals of the OW21-7-48 signs.~~

~~At the end of paving on multi-lane, one-way roads where a definite change of roadway elevation occurs, the contractor shall place two W8-1-48 signs (one on each side of road) 400 feet before drop-off occurs. In sections where one lane at a multi-lane, one-way road is being paved leaving a vertical drop-off to the adjacent lane or shoulder, one OW21-7-48 sign with appropriate rider shall be installed on each side of the road at the beginning of such area and additional OW21-7-48 signs, with rider, spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R4-1-48 signs shall be installed on the right hand side of the road at mid-intervals of the OW21-7-48 signs.~~

The contractor shall install immediately beyond his work area, at each end of the structures, sufficient length of reflectorized continuous rail traffic barrier to effectively prevent traffic from entering the work area and also at each barrier location one each of 48" x 30" "ROAD CLOSED" and "BRIDGE OUT" signs.

The barrier shall have bracket mounted to the top of each post one yellow reflector approximately 3 inches in diameter. ~~The reflectors shall conform~~

(g) Payment - Payment for all temporary protective and directional measures, except flagmen and pilot car operators, required under this subsection, including those provided by the contractor as supplementations and augmentations, and inclusive of such protective and directional measures as the contractor, his subcontractors and his employees may exercise in protection of traffic and workmen, all in accordance with the intent of the foregoing provisions, will be made in the contract lump sum amount for the pay item "Temporary Protection and Direction of Traffic".

The providing and furnishing of flagmen and pilot car operators will be paid for on the force account basis as Extra Work as set forth in subsection 104.04, except that compensation to the contractor for the flagmen and pilot car operators will be limited to one-half (50%) of the amount which would normally be computed on the total cost plus percentage basis set forth for labor on force account work in subsection 109.07.

The wage rates for flagmen and pilot car operators, on which the State will participate on the force account basis, shall not exceed the rates established for said classifications in the schedule of minimum hourly wage rates. In the event wage rates are not set forth for said classifications the rate established for "General Laborer" will apply.

In cases where the necessity for flagmen is of an intermittent nature of four hours or less in duration, the contractor may use employees in crafts other than flagmen or laborers that are immediately available at the site of the work, in which cases the wage rates on which the State will participate will be the rate established for the particular craft of the employee used as a flagman.

Traffic striping, if ordered by the engineer, will also be paid for as Extra Work.

$ 1,700.00 (2 bridges)

S-1, S-12, * 2126 & 2126 A

7818 Arlington, LaGrande & Lime Sec's. of 1972
Col. R. & Old Ore. Trail Hwys.
(Mortar slope stabilization)

-7818

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPOP-TE

20 February 1975

RECEIVED
STATE HWY ENGR
FEB 26 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

cc Cuddle
2-26-75

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Reference is made to your letter of January 13, 1975, subject: Landslide on Contract No. DA-45-164-CIVENG-61-103, John Day Lock and Dam Project, Relocation of Columbia River Highway.

We are forwarding a copy of a letter from Walla Walla District Engineer on same subject as above. Portland District concurs with Colonel Conover's statement that the Corps of Engineers has no obligation for the slide condition.

Sincerely,

CLARENCE D. GILKEY
Colonel, Corps of Engineers
District Engineer

1 Incl
As Stated

NOTED
E. S. HUNTER

a 49

3-3-75
cc: Carl Williams

OTEL
A. E. JOHNS

RECEIVED
FEB 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7818

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-FM 5 February 1975

SUBJECT: Landslide on Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Relocation of Columbia River Highway

District Engineer, Portland
ATTN: NPPOP-TE Mr. Jack Braithwaite

1. Reference is made to the letter from the Oregon State Highway Division relative to the landslide just east of Arlington from Station 1628 to Station 1638, Contract No. DA-45-164-CIVENG-61-103.

2. This section of relocation was accomplished by Peter Kiewit Sons' Company under Contract No. DA-45-164-CIVENG-64-135. The work in this area was constructed using special stage excavation. The backslope of the second-stage excavation was to be established after the first-stage excavation was completed and an investigation of the slope was made.

3. A meeting was held between representatives of the Oregon State Highway Department and the Corps of Engineers on 16 April 1964 concerning the slopes on the easterly end of the project. It was agreed that the slopes should be 1 on 1.5 between Stations 1629 and 1639. Transitions from 1-on-1.5 to 1-on-2 slopes should be from Stations 1625 to 1626 and 1639 to 1640.

4. Under the terms of ARTICLE 8. Deferred Construction of Contract No. DA-45-164-CIVENG-61-103, the Government was responsible for any extraordinary damage to the relocated highway for a period of five years following the date of acceptance by the State for use of public traffic. Deferred construction on this portion of the relocated highway commenced on 1 July 1965.

5. Since the Government's responsibility for deferred construction has ended and the relocation work was performed as agreed, it is considered that the Corps of Engineers has no obligation for this slide condition.

Nelson P. Conover

NELSON P. CONOVER
Colonel, CE
District Engineer

6 Incl
1. OSH Memo dtd 21 Apr 64
2. CMT 3 dtd 21 Apr 64
3. Ltr dtd 4 May 64
4. CE ltr dtd 6 Aug 68
5. OSH ltr dtd 19 Aug 68
6. OSH ltr dtd 13 Jan 75

Incl

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 13, 1975

District Engineer
Corps of Engineers
Post Office Box 2946
Portland, OR 97208

Dear Sir:

Re: Landslide on Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Relocation of Columbia River Highway

A major landslide occurred last October on a section of I-80N just east of Arlington from Station 1628 to Station 1638 which you constructed under this contract number. Rubble and boulders falling on the freeway caused such a hazard to the traveling public that the Oregon Highway Division, in concurrence with the Federal Highway Administration, responded with immediate corrective measures to remedy the slide. The four-lane freeway traffic has been reduced to two lanes through a three-mile detour section past the slide for the duration of corrective work contracted by Babler Brothers.

This landslide is of major proportions and considered to be the result of your earlier construction activity in the area. Estimates of costs for the current corrective program range from $600,000 to $700,000. Since the original work done was your responsibility and the entire project was necessitated as a result of your works along the Columbia River, we request you to participate by funding this slide correction project. You may wish to send your slide experts to visit the site and review the field conditions. We will cooperate with your people in their studies.

Your contract was executed in October 1961 for the relocation of a portion of the Columbia River Highway. This part of the project was constructed by Peter Kiewit Sons Company. During the contract period from September 1963 to March 1965, mud and raveling material was removed as your responsibility from the roadbed several times after the roadway and slopes were completed.

On June 7, 1966, Work Authorization No. OSH-JD-2 "Deferred Construction" was approved by your Contracting Officer to stabilize slopes on Highway I-80N between Stations 1624 and 1646. This work was done by State Forces and consisted of placing wire netting, mulching, seeding, and fertilizing approximately 4.5 acres.

Through this section the original slope was designed with 2:1 slopes in the overburden material above the 1/4:1 rock cut slope. At an April 1964 meeting, your people and ours decided that 1-1/2:1 slopes would be substituted for the plan 2:1 slopes in earth. This plan was executed.

The slide occurred within a thin alluvial clay layer that was apparently overstressed after the cut was completed. The base of the slide is at a uniform elevation about one-quarter of the way down from the top of the slope. The material in the body of the slide is a mixture of angular rock and boulders and silt and sand beds.

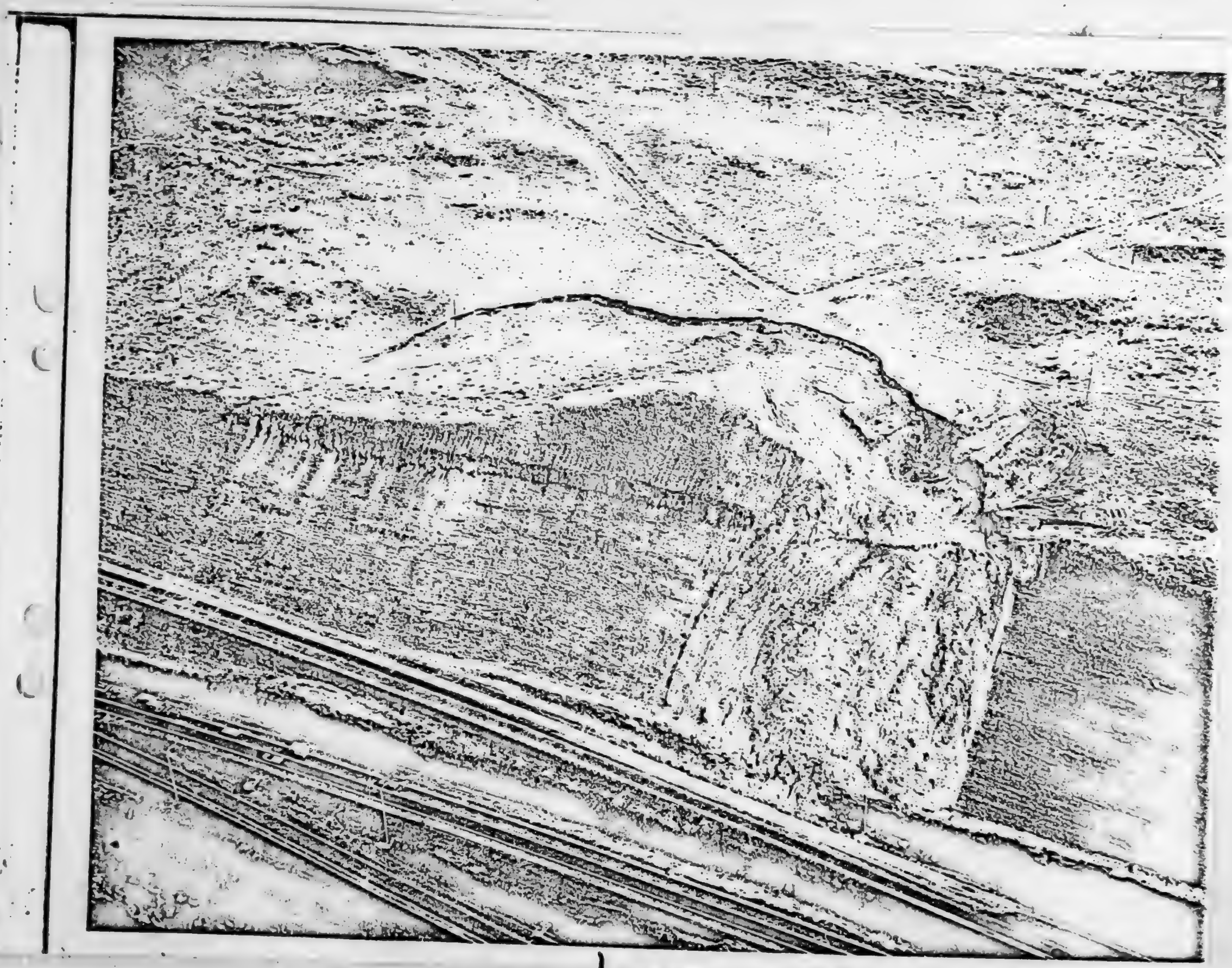
Since the original work was done as your responsibility and the entire project was necessitated as a result of Corps actions, again we request that you participate in funding this slide correction project.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

Enclosure

cc: Walla Walla District
Corps of Engineers



61-103

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 19, 1968

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

Reference is made to your letter of August 6 concerning deferred construction. We have reviewed this matter carefully and concur in your recommended changes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

Enl 5

NPWCO-CA

6 August 1968

CONSTRUCTION DIVISION

Re: Contract DA-45-164-CIVENG-61-103
Relocation of Oregon Highway
Facilities, John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

It has been brought to my attention that the limits of responsibility for deferred construction, as agreed to in earlier correspondence (USCE letters dated 4 January 1967 and 27 January 1967, and OSH letters dated 18 January 1967 and 3 February 1967) for the Heppner Junction Section and the Boardman Section, are incorrect.

Exhibit "B" of our contract, Sheet JDR-1-0-4/5, depicts the limits of deferred construction responsibility in the Heppner Junction Section and in the Boardman Section. Initially it was interpreted for both sketches that the wording, "Deferred Construction by OSHD," referred to the areas inclosed between the arrows. However, in viewing these sketches in conjunction with the wording in the first paragraph in "Article 8, Deferred Construction," it is apparent that the areas inclosed between the arrows are Government responsibility, thus making the areas outside "Deferred Construction by OSHD."

Therefore, the limits of Government responsibility should be revised to include the area from Station 560+00 to Station 600+00 in the Heppner Junction Section and from Station 1330+78 to Station 1413+50 in the Boardman Section. The remaining areas requiring deferred construction at these two locations are State responsibility. Earlier correspondence, as referenced above, fixed responsibility to be the reverse of that as stated here.

NPWCO-CA 6 August 1968
Mr. Forrest Cooper

Deferred construction for the Heppner Junction Section commenced on 23 December 1965 for the eastbound lane and on 21 June 1966 for the westbound lane and for the Boardman Section on 10 September 1965.

Your concurrence in the above corrections will be appreciated. In expectation of your agreement; a work authorization has been prepared which will provide for reimbursement of costs involved in repairs to the bridge abutments at Heppner Junction Section.

Sincerely yours,

MJS/kl

1 Incl (dupe)
Tab of Deferred Constr Limits

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

RBP
KCJ
JEB

CF:
RE, JD Relo Res Ofc
Comptroller

APN
JJO
VB
RJG
M&R
SUPPLY

Concurrence Given 8/6
by OCE

Contract 61-103, Relocation of I80N, John Day Project

DEFERRED CONSTRUCTION

Stationing From	Stationing To	Mile Post From	Mile Post To	Commence Def. Const. by CE
		RUFUS-ARLINGTON		
172+00	390+00	108.98	113.34	19 June 1964
390+00	600+00	113.34	117.32	OSHD
600+00	850+00	117.32	122.05	29 July 1964
850+00	1135+00	122.05	127.45	31 October 1966
1135+00	1150+00	127.45	127.73	25 January 1967
1150+00	1180+00	127.73	128.30	31 October 1966
1180+00	1200+00	128.30	128.68	1 July 1965
1200+00	1550+00	128.68	135.33	OSHD
1550+00	1665+23	135.33	137.51	1 July 1965
		HEPPNER JUNCTION AREA		
EB 482+58	504+00	145.21	145.62	OSHD
EB 504+00	560+00	145.62	146.68	OSHD
EB 560+00	600+00	146.68	147.44	23 December 1965
EB 600+00	630+10	147.44	147.98	OSHD
WB 482+58	560+00	145.21	146.68	OSHD
WB 560+00	600+00	146.68	147.44	21 June 1966
WB 600+00	630+10	147.44	147.98	OSHD
		BOARDMAN AREA		
1284+51	1330+78	160.37	161.25	OSHD
1330+78	1413+50	161.25	162.81	10 September 1965
1413+50	1461+00	162.81	163.71	OSHD

4 May 1964

HPWSR-PM

Mr. J. F. Putnam
Assistant Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Putnam:

Reference is made to our recent telephone conversation regarding excavation slopes for the Highway 80N relocation at Arlington, Oregon. A copy of our memorandum to our Construction Division is enclosed.

LBJ/ib
ENCR

You will note what appears to be a discrepancy between our agreement in the field and our instruction to Construction Division with regard to width of the berm at top of rock on the east side, right of centerline. We had interpreted the plans to show a 1/4 to 1 slope for the full depth of cut and had agreed to offset the toe of the 1.5 to 1 slope 15 feet to allow for scaling. The actual excavation slope will be 1 to 1 in the soft rock for approximately 10 feet. Setting the slopes back 15 feet from the 1/4 to 1 slope projected to top of rock would leave a bench only about 7 feet wide. Therefore, the offset was revised to 10 feet back of the 1 to 1 slope which will result in an offset distance about 3 feet further than agreed upon. This change has been discussed with the field people since issuance of the memorandum so as to avoid any misunderstanding.

Sincerely yours,

LELAND B. JONES
Chief, Soils Section

1 Incl
Cy of Correspondence

Copy furnished:
Chf, Reloc Br

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1964

SUBJECT: Slope Design
Arlington Section

To: MEMO TO THE FILES

On April 8, 1964, Mr. F. D. Morgan and Mr. Donald Trout met with Mr. Curt Haasens, Mr. Lee Jones and other Corps of Engineers people concerning the final slope design above the rock on the westerly end of subject section.

It was the consensus of opinion that a 1-1/2:1 slope was stable and that a 10' bench would be left between the toe of the 1-1/2:1 slope and the top of the 1/4:1 rock slope. However, before a final decision could be made it was necessary for the State to contact the Bureau of Public Roads for their approval.

On Thursday, April 9, Mr. Willis Grafe and I viewed the situation and Mr. Grafe gave Bureau concurrence. Mr. Haasens was advised by phone that the plan had been approved and that work could commence.

On Thursday, April 16, Mr. Josh Sawyer and I met with Messrs. Tom Mendiola, Lee Jones and Hal Miller of the Corps concerning the same problem on the easterly end of the project. Here again the material is of such nature that a 1-1/2:1 slope will be stable. At this meeting it was pointed out that the upper portion of the 1/4:1 rock slope was to be resloped on a 1:1 to eliminate the soft rock. The plans called for this to be done on the westerly end only. This slope would cut the width of the bench down to approximately 5' so it was agreed at the second meeting that the easterly end would have a 15' bench to provide the additional width for catching any slough and possible cleaning by State maintenance crews.

Mr. Jones was also advised that in the area where the 1:1 slope is not specified the State would be satisfied with a good tight scaling job. Willis Grafe of the BPR advised me that it was unnecessary for him to attend the second meeting, as they felt it was thoroughly covered by the plans.

JFP:bjm
cc: Mr. Curt Haasens, Corps of Engineers
L. P. Shaw
A. F. Parson
J. S. Sawyer

J. F. Putnam
Assistant Construction Engineer

KPwEM-PM (6 Apr 64)
SUBJECT: Contract 64-135; Completion First Stage (West Unit)

TO Chf, Const Div FROM Chf, Engr Div DATE 21 Apr 64 CNT 3
LEJones/ih

1. In accordance with agreements reached between personnel of this office and the Oregon State Highway Department, final excavation slopes above basalt bedrock for second stage excavation in the West Unit should be 1 on 1.5. Transitions in slope from 1 on 1.5 to 1 on 2 are to be from Stations 1567 to 1568 and 1593 to 1594. Intersection of the 1 on 1.5 slope with bedrock should be staked back 10 feet from the theoretical rock slope for later access by the highway department. If scaling of rock or top of rock elevation results in less than a 10-foot bench, the toe of the slope should be steepened sufficiently to provide this width.

2. Agreement has also been reached regarding final slopes for the East Unit. Slope should be 1 on 1.5 between Stations 1626 and 1639. Transitions from 1 on 1.5 to 1 on 2 slopes should be from Stations 1625 to 1626 and 1639 to 1640.

3. In the East Unit the intersection of the 1 on 1.5 slopes and top of rock should be staked back from the theoretical top of the rock cut to leave a 10-foot wide bench. Should scaling encroach on the 10-foot width, the toe of the 1 on 1.5 slope may be steepened sufficiently to provide this width. Also, if top of rock should be somewhat lower than expected, the blue claystone at bedrock contact may be cut 4 on 1 to provide a reasonably smooth berm surface.

4. Oregon State Highway personnel expressed concern about adequacy of the soft, platy rock which forms, roughly, the top 15 feet of the basalt bedrock flow. The excavation control detail on Drawing NDR-1-C-16/191 shows this zone to be excavated on a 1 on 1 slope between Stations 1621 and 1645 right of centerline which is the entire length of the rock cut in the East Unit. This feature is not shown for the rock cut in that unit for the left side or for either side of the rock cut in the West Unit. These slopes not shown for 1 on 1 in the soft, weathered rock should be well scaled for safety as discussed with personnel of the Oregon State Highway Department. At the time of the meeting it was not clear to everyone that the 1 on 1 slope in the soft rock extends for the full length of the rock cut in the East Unit. It was agreed to set these slopes back 15 feet from the top of the 4 on 1 rock slope to allow for breaking back due to scaling. It is now apparent that stacking back 10 feet from the top of the 1 on 1 slope should be adequate, and this will be called to the attention of the State Highway personnel.

LBJ/ih

HLD

E. C. FRANZEN
Chief, Engineering Division

ACE

1 incl
a/c

E/s

2

4h.12

7816

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS

BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWSU-PR

7 August 1974

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Interstate Highway
80N, John Day Project

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER
cc Shoop
Wolfe
Rubin
8-9-74

Dear Mr. Hunter:

Reference is made to our wire of 28 September 1972 establishing the Government obligation for mortar slope stabilization at $29,528.00 and to your letter of 25 July 1974 requesting additional funds in the amount of $16,486.32 for a total of $46,014.32 for this work.

Since our recent audit of your accounts on Contract No. 7818 has verified that the costs in the amount of $46,014.32 are allowable and allocable as a Government obligation for this work, I am authorizing payment of your invoice No. 114056 in that amount.

Payment of your invoice No. 114056 completes obligations of the Government and constitutes final payment under this contract for cost reimbursable work.

Sincerely yours,

NELSON P. CONOVER
Colonel, CE
Contracting Officer

RECEIVED
AUG 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7818

July 25, 1974

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, WA 99362

Dear Sir:

Contract No. DA-45-164-CIVENG-61-103
John Day Project

Mr. Jerry Todd of your Accounting Section was in this office last week and commented that he could not clear Oregon State Highway Division Invoice No. 114056 for payment until he had your approval. This invoice is a final billing and overruns the originally approved government obligated amount of $29,528. The amount of the final billing is $46,014.32 which makes an overrun of $16,486.32.

Contract No. 7818 covered the repair and stabilizing of eroding seams of weak material in roadway cut slopes. This was accomplished by pneumatically applying a coat of mortar over the seams. Unit "A" in the vicinity of Arlington was a Corps of Engineers obligation under the John Day project.

The areas requiring protection were more extensive than proposed and deterioration of the seams occurred during the interim between project planning and contracting. The "rebound loss" or "non-sticking" particles of mortar grouting materialswas above average and caused an overrun on the contract.

We are requesting that you approve for payment Invoice No. 114056 in the amount of $46,014.32.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
V. E. Skoog

DEK:jp kmb

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 114056

FORM A-100 (REV 1 73)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4-16-74	CA 322	DA45-164-CIVENG-61-103

CREDIT DISTRIBUTION

611-1072-201N9	$ 44,167.55
611-1072-900N9	1,846.77

CODE: USCORPS

•Dept. of the Army - Corps of Engineers
•Walla Walla Dist. Bldg 602
•City-County Airport
•Walla Walla, Washington 99362

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: Col. Nelson Conover			
This cancels and supersedes our invoice # 113502 (Jan. 1974) for $ 48,314.43 Costs incurred by OSHD for mortar slope stabilization on the Arlington section Highway I-80N from Sta. 1621+80 to sta. 1626+90 under contract # 7818 (Unit A) with Peter Kiewit Sons Co. Your acceptance date 7-3-73 FINAL BILLING (revised):			
Payments to contractor per final estimate (Duplicate copies att. to orig. inv.# 113502)			
Corps responsibility, item # 1	$ 3,000.00		
2	25,515.00		
3	11,950.40		
4	4,425.00		
	(722.85)		
Price agreement (credit)			$ 44,167.55
Total contract cost ~~$ 128,559.59 @ 34.35 %~~			1,846.77
OSHD engineering (revised)			$ 46,014.32
Revised total due			

see now. 92422

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to: Corps of Engineers
Dept of Army, Walla Walla Dist
Bldg 602, City-County Airport
~~Attention of~~ Walla Walla, WA - 99362
Attn: Col. Tilton Courser

Request No. (assigned by staff engineer or head of section) CA 322

Date April 15 1974

Payer's Order No. (if any) DA45-164-CIVENG-61-10

Highway Div. Order No. (if any) – (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

This cancels and supersedes our invoice # 113502 (Jan. 1974) for $48,314.43

Costs incurred by OSHD for mortar slope stabilization on the Arlington section highway I-80N from sta. 1621+80 to sta. 1626+90 under contract #7518 (unit A) with Peter Kiewit Sons Co. Your acceptance date 7/3/73

Itemized Statement: Final billing (revised):

Quantity	Unit	Description	Unit Price	Amount
		Payments to contractor per final estimate (duplicate copies att. to orig. inv. #113502)		
		Corps responsibility, item #1	3,a×2.00	
		2	25,515.00	
		3	11,950.40	
		4	4,425.00	
		Price Agreement (credit)	(722.57)	
		Total contract cost $125,559.59 @ 34.35%		44,167.55
		OSHD engineering (revised)		1,846.77
		Revised total due		46,014.32

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $.....

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $.....

Give the number of the last previous request in connection with this same service. CA 210

Credit distribution:
611-1072-201 NG $ 44,167.53
611-1072-900 NG $ 1,846.77

Submitted by: D V Jones

Approved: D Black
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

7818

STATE COPY

CC: OSHD (H S Coulter)
Region
Wash DC

10-30-73

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cat

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Baker, Gilliam, Union	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10-30-73	R. A. Nichols, Area Engineer		*See below
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5-8-73	7-2-73	100 %	150 CWD
APPROVED EXTENSIONS	**LOCATION**		
None	3 areas to gunite eroding slopes—one 2 miles west of Arlington, the second at the West LaGrande Interchange, the third west of Lime, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications, including authorized changes and extra work.*

COPY SENT
NOV 02 1973
RE:

*I-80N-4(24)134
I-80N-6(55)256
I-80N-7(38)343

ARLINGTON SECTION
COLUMBIA RIVER HIGHWAY
LA GRANDE AND LIME SECTIONS
OLD OREGON TRAIL HIGHWAY

11-5-73 ok Conatc. Young

All project work is complete in conformance with plans and specifications.

Acceptance is recommended.

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
NOV 5 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by R. A. NICHOLS		SIGNATURE: Original signed by E. J. Valach, Dist. Engineer	
R. A. Nichols		E. J. Valach	
TITLE	DATE: 10-30-73	TITLE	DATE: NOV 02 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7818

October 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
Nos. EHS-I-80N-4(24)134
EHS-I-80N-6(55)256
EHS-I-80N-7(38)343

SUBJECT Request Federal-aid Project Acceptance

Contract 7818 Work Completed May 8, 1973

Project Arlington, La Grande & Lime

Highway Columbia River and Old Oregon Trail

Counties Gilliam, Union and Baker

Acceptance: Transportation Commission July 2, 1973

Federal Highway Administration May 24, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

BMM:dg

cc F. R. Griffin

7818 STATE COPY

MONTHLY TRANSACTION NUMBER 9-51	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Union
MODIFICATION NUMBER 2	(PPM 21-7) 9-21-73	PROJECT NUMBER EHS-I-80N-6(55)256

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 17, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,132	$ 16,390
Federal Funds	$ 8,592	$ 15,120
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities based on completed contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of September, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. H. Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith
(Division Engineer)
G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. EHS-I-80N-6(55)256

LA GRANDE SECTION OF THE OLD OREGON

TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, September 14, 1973

Revised Project Agreement Estimate.

Type Code Y106
Cut Slope Stabilization (Sta. 38+30 to Sta. 43+20) (Unit "B")

Temporary Protection and Direction of Traffic	All Required (6%)		$ 300.00
*Cement	1,044 Sacks	9.00	9,396.00
*Mortar Sand	116 cu.yds.	32.00	3,712.00
Anchor Bars	129 only	15.00	1,935.00
*Rock Bolts	7 only	30.00	210.00
*PA 1 Credit for Wire Mesh Revision	5,936 sq.ft.	0.473	(280.77)
			$15,272.23
Flagging (60% of Contractor's Cost)	All Required (6%)		271.00
	Subtotal		$15,543.23
	10% Engr. & Cont.		846.77
	Total		$16,390.00

Length of Project - - - - 0.00 mile

*Increase in bid item quantities, additional item and price agreement.

Federal Funds -	$15,120.00
State Funds -	1,270.00
Total	$16,390.00

Prefix: 611-1072

Group 2 - 13%

Contract No. 7818

7818

STATE COPY

MONTHLY TRANSACTION NUMBER: 3-42	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY: Union
MODIFICATION NUMBER: 1	(PPM 21-7) 3-19-73	PROJECT NUMBER: EHS-I-80N-6(55)256

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,185	$ 9,312
Federal Funds	$ 4,784	$ 8,592
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19th day of March, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Richard D Wolfe
for E S Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By C R Burghardt
for V. V. Cusack (Division Engineer)
(Acting)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid
Project No. EHS-I-80N-6(55)256

LA GRANDE SECTION OF THE OLD OREGON

TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, March 14, 1973

Revised Project Agreement Estimate.

Type Code Y106
Cut Slope Stabilization (Sta. 38+30 to Sta. 43+20) (Unit "B")

Temporary Protection & Direction of Traffic	All Required (6%)*		$ 300.00
*Cement	440 Sacks	9.00	3,960.00
*Mortar Sand	62.5 cu.yds.	32.00	2,000.00
*Anchor Bars	129 only	15.00	1,935.00
			$ 8,195.00
Flagging (60% of Contractor's Cost)	All Required (6%)		271.00
	Subtotal		$ 8,466.00
	10% Engr. & Cont.		846.00
	Total		$ 9,312.00

Length of Project - - - 0.00 mile

*Increase in bid item quantities.

Federal Funds - - -

#7818

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-22		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4	*(PPM 21-7)*	Union
	10-16-72	PROJECT NO.
		FHS-I-80N-6(55)256

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

La Grande Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	5-3-72 8-9-72	0.00

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,185.00	$ 4,784.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. E. Johnson

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green

Acting (Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 16 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid
Project No. EHS-I-80N-6(55)256

LA GRANDE SECTION OF THE OLD OREGON

TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, October 6, 1972

Project Agreement Estimate.

Type Code Y106
Cut Slope Stabilization (Sta. 38+30 to Sta. 43+20)(Unit B)

Temporary Protection and Direction of Traffic	All Required (6%)*		$ 300.00
Cement	184 sack	9.00	1,656.00
Mortar Sand	21 cu.yd.	32.00	672.00
Anchor Bars	121 only	15.00	1,815.00
			$4,443.00
Flagging (60% of Contractor's Cost)	All Required (6%)		271.00
	Subtotal		$4,714.00
	10% Engr. & Cont.		471.00
	Total		$5,185.00

Length of Project - - - - 0.00 Mile

Federal Funds - - - -

7818

July 9, 1973

The Aetna Casualty & Surety Co.,
Bond Department
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

On July 5, 1973, we wrote to you concerning release of final payment on Contract No. 7818 awarded to Peter Kiewit Sons' Co. for work on the Arlington, La Grande and Lime Sections of the Columbia River and Old Oregon Trail Highways in Gilliam, Union and Baker Counties.

Final payment on this contract is $1,000.00 and the total contract amount is $128,559.39. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

td
cc Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98663

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

7818

5

July 3, 1973

TO Oregon State Highway Commission

FROM

F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7818 , Work Completed May 8, 1973

Project Arlington, La Grande and Lisw

Highways Columbia River and Old Oregon Trail

Counties Gilliam, Union and Baker

Type of Work Mortar Slope Stabilization

Contractor Peter Kiewit Sons' Co.

Recommended Acceptance Date July 2, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 10, 1973 for your formal concurrence.

VG:bb
cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7818

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Arlington, La Grande & Lime Section	SECTION: Arlington, La Grande and Lime	WEEK ENDING: June 1, 1973
CONTRACTOR: Peter Kiewit Sons' Co.	HIGHWAY: Columbia River and Old Oregon Trail	SECTION PREFIX: 611-1072 and 611-1073
DATE OF CONTRACT: September 29, 1972	KIND OF WORK: Mortar Slope Stabilization EHS-I-80N-4(24)134	COUNTY: Gilliam, Union & Baker
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	CONTRACT NUMBER: 7818	FEDERAL AID PROJECT NUMBER: 6(55)256 7(38)343
PROJECT AUTHORIZATION: $156,889.40	DATE WORK STARTED: October 9, 1972	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $147,538.40	SPECIFIED WORK DAYS:	WORK DAYS USED:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $128,559.59	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 68
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 12.9 %	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 45.3%
	ENGINEERING AUTHORIZATION: $9,351.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
	ENGINEERING COST TO DATE: $10,880.89	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88.9%
	This week: 200.00	DATE PROJECT WAS COMPLETED: May 8, 1973
	PERCENT OF AUTHORIZATION: 116.4 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Fair	0		
MONDAY 28	Cloudy	0		
TUESDAY 29	Fair	0		
WEDNESDAY 30	Fair	0		
THURSDAY 31	Fair	0		
FRIDAY 1	Fair	0		
SATURDAY 26	Fair	0		

JUN 4 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 27	No activity.
MONDAY 28	No activity.
TUESDAY 29	No activity.
WEDNESDAY 30	No activity.
THURSDAY 31	No activity.
FRIDAY 1	No activity.
SATURDAY 26	No activity.

REMARKS

SIGNED A. D. Volland asst. LOCATION La Grande
H. N. Van Cleave

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7818

STATE COPY

5-24-73

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Baker, Gilliam, and Union	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-24-73	R. A. Nichols, Area Engineer	I-80N-4(24)134 I-80N-7(34)343 I-80N-6(55)256

IN COMPANY WITH
Dale Allen, Reg Constr Engr, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	90 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

MAY 30 1973

REGIONAL OFFICE

ARLINGTON SECTION
COLUMBIA RIVER HIGHWAY
LA GRANDE AND LIME SECTIONS
OLD OREGON TRAIL HIGHWAY

This project was completed in reasonable conformance to the plans and specifications.

RECEIVED
STATE HWY ENGR
MAY 31 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUN 1 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

6-1-73
a/ Coulter
Young

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7818

May 16, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
Nos. EHS-I-80-N-4(24)134
EHS-I-80N-6(55)256
EHS-I-80N-7(38)343

SUBJECT Request Contract Acceptance

Contract 7818, Work Completed May 8, 1973

Project Arlington, La Grande and Lime

Highway Columbia River and Old Oregon Trail

Counties Gilliam, Union, and Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 24, 1973

Conditions not acceptable: None

G. L. Green
Division Engineer

VG:dg

cc F. B. Klaboe
L. H. Young
V. Gallagher

NOTED
H.S.COULTER

6-1-73

RECEIVED
STATE HWY ENGR
MAY 31 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Cyder

- 7818 -

STATE COPY

MONTHLY TRANSACTION NUMBER: 3-45	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 3-19-73	COUNTY: Baker
MODIFICATION NUMBER: 1		PROJECT NUMBER: EHS-I-80N-7(38)343

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 30,895	$ 53,317
Federal Funds	$ 28,506	$ 49,195
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19th day of March, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Victor D. Wolfe
for E S Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By C R Burghardt
for V. V. Cusack (Division Engineer)
(Acting)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid
Project No. EHS-I-80N-7(38)343

LIME SECTION OF THE OLD OREGON TRAIL

HIGHWAY IN BAKER COUNTY

Salem, Oregon, March 14, 1973

Revised Project Agreement Estimate.

Type Code Y106
Cut Slope Stabilization (Sta. 703+00 to Sta. 706+50) (Unit "B")

Temporary Protection & Direction of Traffic	All Required (46%)*		$ 2,300.00
*Cement	3,061 Sacks	9.00	27,549.00
*Mortar Sand	300 cu.yds.	32.00	9,600.00
*Rock Bolts	241 only	30.00	7,230.00
			$ 46,679.00
Flagging (60% of Contractor's Cost)	All Required (46%)		2,155.00
	Subtotal		$ 48,834.00
	10% of Engr. & Cont.		4,883.00
	Total		$ 53,317.00

Length of Project - - - 0.00 mile

*Increase in bid item quantities

Federal Funds	$ 49,195.00
State Funds	4,122.00
Total	$ 53,317.00

Prefix: 611-1072

Group 3 - 44%

Contract No. 7818

*Note: Summary on plans shows 46.49% which has been rounded to 46% to facilitate machine processing with adjustments, if any, to be made at final voucher stage.

11.7.812

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-23		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4	*(PPM 21-7)*	Baker
	10-16-72	PROJECT NO. EHS-I-80N-7(38)343

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lime Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-72 8-9-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 30,895.00	$ 28,506.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. Z. Johnson

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

Acting
G. L. Green

Date executed by Division Engineer OCT 16 1972

Oregon State Highway Division

Federal-aid
Project No. EHS-I-80N-7(38)343

LIME SECTION OF THE OLD OREGON TRAIL

HIGHWAY IN BAKER COUNTY

Salem, Oregon, October 6, 1972

Project Agreement Estimate

Type Code Y106
Cut Slope Stabilization (Sta. 703+00 to Sta. 706+50) (Unit B)

Temporary Protection and Direction of Traffic	All Required (46%)*		$ 2,300.00
Cement	1,460 Sack	9.00	13,140.00
Mortar Sand	161 cu. yd.	32.00	5,152.00
Rock Bolts	178 only	30.00	5,340.00
			$ 25,932.00
Flagging (60% of Contractor's Cost)	All Required (46%)		$ 2,155.00
	Subtotal		$ 28,087.00
	10% Engr. & Cont.		2,808.00
	Total		$ 30,895.00

Length of Project - - - 0.00 mile

Federal Funds -	$ 28,506.00
State Funds -	2,389.00
Total	$ 30,895.00

Prefix: 611-1072

Group 3 - 44%

Contract No. 7818

*Note: Summary on plans shows 46.49% which has been rounded to 46% to facilitate machine processing with adjustments if any to be made at final voucher stage.

STATE COPY

7818

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-41		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
6		Gilliam
MODIFICATION NUMBER	(PPM 21-7) 3-19-73	PROJECT NUMBER
1		EHS-I-80N-4(24)134

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 38,162	$ 53,317
Federal Funds	$ 35,212	$ 49,195
Other revisions		

This modification is made for the following reasons:

Change in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19th day of March, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Victor D. Wolfe
for E S Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By C R Burghardt for V. V. Cusack (Acting)
(Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid
Project No. EHS-I-80N-4(24)134

ARLINGTON SECTION ON THE COLUMBIA

RIVER HIGHWAY IN GILLIAM COUNTY

Salem, Oregon, March 14, 1973

Revised Project Agreement Estimate.

Type Code Y106
Cut Slope Stabilization (Sta. 1476+50 to Sta. 1489+00) (Unit B)

Temporary Protection & Direction of Traffic	All Required (48%)*		$ 2,400.00
*Cement	2,781 Sacks	9.00	25,029.00
*Mortar Sand	265.5 cu.yds.	32.00	8,496.00
*Anchor Bars	305 only	15.00	4,575.00
*Rock Bolts	192 only	30.00	5,760.00
			$ 46,260.00
Flagging (60% of Contractor's Cost)	All Required (48%)		$ 2,210.00
	Subtotal		$ 48,470.00
	10% Engr. & Cont.		4,847.00
	Total		$ 53,317.00

Length of Project - - - 0.00 mile

*Change in bid items.

Federal Funds -	$ 49,195.00
State Funds -	4,122.00
Total	$ 53,317.00

Prefix: 611-1072
Group 1 - 43%
Contract No. 7818

*Note: Summary on construction plans shows 47.66% rounded to 48% to facilitate machine processing, with adjustments, if any, to be made at final voucher stage.

ARLINGTON SECTION

PROJECT NO. EHS-I-80N-4(24)134

CORPS OF ENGINEERS RESPONSIBILITIES

Cut Slope Stabilization (Sta. 1621+80 to Sta. 1626+90) (Unit "A")

Temporary Protection & Direction of Traffic	All Required (100%)		$ 3,000.00
*Cement	2,835 Sacks	9.00	25,515.00
*Mortar Sand	299.11 cu.yds.	40.00	11,964.40
*Anchor Bars	295 only	15.00	4,425.00
*Rock Bolts		30.00	
			$ 44,904.40
Flagging (60% of Contractor's Cost)	All Required (100%)		$ 1,864.00
	Subtotal		$ 46,768.40
	Engr. & Cont.		6,780.60
	Total		$ 53,549.00

*Change in bid items.

Group 1 - 100%

Prefix: 611-1073

Contract 7818

4 7018

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-21		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
4	10-16-72	Gilliam
		PROJECT NO.
		EHS-I-80N-4(24)134

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Arlington Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-72 8-9-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 38,162.00	$ 35,212.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
Acting (Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 16 1972

Oregon State Highway Division

Federal-aid
Project No. EHS-I-80N-4(24)134

ARLINGTON SECTION ON THE COLUMBIA

RIVER HIGHWAY IN GILLIAM COUNTY

Salem, Oregon, October 6, 1972

Project Agreement Estimate.

Type Code Y106
Cut Slope Stabilization (Sta. 1476+50 to Sta. 1489+00)(Unit B)

Temporary Protection and Direction of Traffic	All Required (48%)*		$ 2,400.00
Cement	1,494 sack	9.00	13,446.00
Mortar Sand	166 cu.yd.	32.00	5,312.00
Anchor Bars	149 only	15.00	2,235.00
Rock Bolts	303 only	30.00	9,090.00
			$32,483.00
Flagging (60% of Contractor's Cost)	All Required (48%)		2,210.00
	Subtotal		$34,693.00
	10% Engr. & Cont.		3,469.00
	Total		$38,162.00

Length of Project - - - 0.00 Mile

Federal Funds - - -

ARLINGTON SECTION

PROJECT NO. EHS-I-80N-4(24)134

CORPS OF ENGINEERS RESPONSIBILITIES

Cut Slope Stabilization (Sta. 1621+80 to Sta. 1626+90)(Unit "A")

Temporary Protection and Direction of Traffic	All Required (100%)		$ 3,000.00
Cement	1,258 sack	9.00	11,322.00
Mortar Sand	140 cu.yd.	40.00	5,600.00
Anchor Bars	220 only	15.00	3,300.00
Rock Bolts	31 only	30.00	930.00
			$24,152.00
Flagging (60% of Contractor's Cost)	All Required (100%)		1,864.00
	Subtotal		$26,016.00
	Engr. & Cont.		3,772.00
	Total		$29,788.00

Group 1 - 100%

Prefix: 611-1073

Contract 7818

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FOR FILING

7818

December 19, 1972

To Oregon State Highway Commission

From Tom Edwards
State Highway Engineer

Subject Overrun in Project Authorization
Contract No. 7818

An overrun of the project authorization on Contract No. 7818, the Arlington, La Grande, and Lime mortar slope stabilization project on the Old Oregon Trail Highway in Gilliam, Union, and Baker Counties, is anticipated. The project is to repair and protect eroding seams of weaker material in roadway cuts by pneumatically applying a coat of mortar over the seams in four separate locations. Peter Kiewit Sons' Company is the contractor. The original project authorization was $107,068.95. The present anticipated cost is $156,889.40, indicating an overrun of $49,820.45 (46.5 percent).

The cement and mortar sand bid items are the main reason for the overrun. The areas requiring protection are proving to be larger than proposed in the plan quantities. Deterioration of the seams occurred during the considerable time that elapsed between the project planning and contracting. (Bids were rejected once.) Further mortar grouting material is applied by pneumatic processes. The "nonsticking" particles, commonly called "rebound loss", were above average in this case.

I recommend that the project authorization be increased by $49,820.45, to a new total project authorization of $156,889.40. The project is financed jointly by Federal Interstate and Corps of Engineers funds.

This matter will be on the agenda for your consideration at the January 23 meeting.

cc C. W. Head
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. L. Gallagher
V. E. Skoog
W. E. Schwartz
Gary Ross
Gary Sund

JAB:fw ms

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 14, 1972

SUBJECT: Arlington, LaGrande & Lime Section
Mortar Slope Stabilization
Contract No. 7818
Request for Additional Authorization

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond

John A. Bond
Construction Administration Engineer

This project covers the grouting of eroding seams in cuts with pneumatically applied cement mortar at four separate locations. The work is now about 71 percent complete and the project indicates an overrun of 46.5 percent. This is occurring mostly in the cement and mortar sand bid items. The Unit "A" work (which was in the Corps of Engineers' participating area) is complete and the cement quantity overran 94 percent, the mortar sand quantity overran 114 percent. The pay quantities on this work are set up to be the material going into the work. The sand is measured in the hauling vehilcles prior to mixing with cement. The so-called rebound loss or material which does not stay in place where applied on the work face is a paid quantity. The extent of this was apparently not recognized in setting up the quantities.

There was also quite a lapse of time from when this work was first conceived and some of the field data obtained until it actually went to contract. Bids were first opened and rejected in May, 1972. Bids for this contract were opened September 14, 1972. In the interim, some further deterioration of the erodable seams took place and enlarged the areas to be repaired.

We request that the project authorization be increased by $49,820.45 to a new total project authorization of $156,889.40. Rough draft letter to the Highway Commission and the request for overrun forms are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP 92475-734

7818

Form E-372 (Rev. 10-66)

(C 10-5-72 C

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Arlington, La Grande & Lime - Mortar Slope Stabilization Date December 5, 1972

Highway Old Oregon Trail & Columbia Contract No. 7818

County Gilliam, Union & Baker Kind of Work Mortar Slope Stabilization Contractor Peter Kiewit Sons' Co.

	Authorized	Estimated
Contract Amount	$87,010.00	$146,038.40
Anticipated Items	6,500.00	500.00
Contingency (4½%)	4,207.95	1,000.00
Engineering	9,351.00	9,351.00
Credits	-0-	-0-
PROJECT COST	$107,068.95	$156,889.40

NET INCREASE $ 49,820.45

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

ITEM NO.	ITEM NAME	Expected Amount	Net Change
2.	Cement	$25,515.00	$14,193.00
3.	Mortar Sand	11,964.40	6,364.40
4.	Anchor Bars	4,425.00	1,125.00
5.	Rock Bolts	-0-	-930.00
7.	Cement	56,538.00	28,296.00
8.	Mortar Sand	20,096.00	8,960.00
9.	Anchor Bolts	6,510.00	2,460.00
10.	Rock Bolts	12,990.00	-1,440.00
	Anticipated Items APPROVED BY	6,500.00	-6,000.00
	Contingency STATE HIGHWAY COMMISSION	4,207.95	-3,207.95
	DATE 1-23-73		

Principal reasons for overruns (Continue on reverse side): The areas as shown on the plans were minimal when designed and these were overrun in all cases. The proportion of anchorage overrun, set by area, did not coincide with the proportion of overrun (continued on reverse)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by H. N. Van Cleave Resident Engineer

Noted by for Construction or Bridge Engineer

Confirmed by Division Engineer

Noted by Deputy or State Highway Engineer

(continued from face)
for the sand and cement. This was caused by the varying depth of material, plus the rebound loss which can run as high as 50 percent on an overhang section.

Routing

Kessey

Bond

Walker

Johnsen

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DEC 11 1972
CONSTRUCTION SECTION

Glenn

Litchfield

Berg

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NOV 1972

STATE COPY

FORM PR-33A (REV. 3-68) cc: OSHD (A E Johnson)
Region
Wash DC

7212

IC 16-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Gilliam, Union, and Baker	Oregon

Date of Inspection	Inspection Made By	Project No.
10/16/72	R. A. Nichols, Area Engineer	EHS-I-80N-4(24)134, EHS-I-80N-7(34)343, EHS-I-80N-6(55)256

In Company With: John Marks, Inspector; discussed with H. VanCleave, Resident Engineer

Location: The project work consists of guniting eroding slopes in three areas, one about 2 miles west of Arlington, the second at the West LaGrande Interchange, the third west of Lime Oregon.

Contractor Name and Address: Peter Kiewit Sons Co., Omaha, Nebraska

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
9/29/72	$87,010.00	150 cal. days	10/13/72	10/9/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	1 %	2%

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Cut Slope Stabilization	Y106				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

NOTED
A. E. JOHNSON

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

cc: Supt COPY SENT

ARLINGTON SECTION
COLUMBIA RIVER HIGHWAY
LA GRANDE AND LIME SECTIONS
OLD OREGON TRAIL HIGHWAY

NOV 13 1972 NOV 13 1972

REGIONAL OFFICE STATE

The contractor has drilled for rock bolts and anchor bars and placed and grouted the same on both sides of the highway at Unit B of I-80N-4(24)134. His crew has also placed some 14-guage wire west on the left side of the highway and is ready to gunite part of this area.

RECEIVED
NOV 14 1972
OFFICE OF
A. E. JOHNSON

11-14-72
Johnson
cy yours

Info	FOR	REFER TO	NOV 14 72	RECEIVED STATE HWY ENGR
Inves				
R/D				
O/R				
Sign				
Act				
File				

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

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7818

October 12, 1972

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington 98663

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7818 for mortar slope stabilization on the Arlington, La Grande and Lime Sections of the Columbia River and Old Oregon Trail Highways in Gilliam, Union and Baker Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
H. N. Van Cleave

5

OCT 6 • 1972

FOR FILING

7818

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer ~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE October 5, 1972

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of September 18, 1972, is requested in the award of contract for the Arlington, La Grande and Lima Sections, Project Nos. I-80N-4(24)134, I-80N-6(55)256 and I-80N-7(38)343.

The contractor receiving the award is Peter Kiewit Sons' Co., in the amount $87,010.00 with Contract No. 7818 assigned. This bid was received on September 14, 1972, and awarded September 29, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Administration endorsement. I concur in the award.

Date _____

G. L. Green
Acting Division Engineer

DAR:pr

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7818

September 29, 1972

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98660

Gentlemen:

The State Highway Commission on September 22 accepted your proposal for work on the Arlington, La Grande and Lime Sections of the Columbia River and Old Oregon Trail in four counties for the sum of $87,010 and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and Corps of Engineers approve the project.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7818.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
W. E. Schwartz
H. N. Van Cleave
Wm. Geibel (SAIF)

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September 22, 1972

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164 CIVENG-61-103
John Day Lock and Dam
Columbia River Highway

Reference is made to the mortar slope stabilization contract on the Arlington, La Grande and Lime Sections of I-80N. The project is split into Units A and B. Unit A is in the Corps of Engineers' area of responsibility in the vicinity of Arlington.

Bids for the work were received and read September 14 in accordance with Oregon State Highway Division procedures. Peter Kiewit Sons Company submitted the low bid which is below the engineer's estimate. Peter Kiewit Sons Company is a qualified contractor.

Under terms of the contract, costs for the work, using contract bid prices, are to be allocated as follows:

Total contract including 13 1/2% engineering and contingencies	$ 106,134.00
Corps of Engineers' obligation	29,528.00
Oregon State Highway Division obligation	$ 76,606.00

Enclosed is a copy of the contract quantities extended by the low bid unit amount. A tabulation of your obligation quantities and extended unit prices is also enclosed.

Your concurrence in award of this contract to Peter Kiewit Sons Company on the basis set forth is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

Attachment

DEK:mc jf

bc: F. B. Klaboe
L. H. Young
Frank Hall
Victor D. Wolfe

Arlington - La Grande & Lime Units "A" & B
Columbia River & Old Oregon Trail Hwys.
Gilliam, Union & Baker Counties Sept. 15, 197

No.	Item	Unit	Quantity	Unit Cost	Amount
Unit "A" (Arlington Sta. 1621+80 to 1626+80) Corps of Engrs. Obligation					
1.	Temporary Protection and Direction of Traffic	Lump Sum	—	—	$ 3000.00
2.	Cement	Sack	1,258	9.00	11,322.00
3.	Mortar Sand	Cu. Yd	140	40.00	5,600.00
4.	Anchor Bars	Only	220	15.00	3,300.00
5.	Rock Bolts	Only	31	30.00	930.00
	Subtotal				$ 24,152.00
	Anticipated Additional Items				
	Flagging				1864.00
	Subtotal				$ 26,016.00
	13½% Engineering & Contingencies				3512.00
	TOTAL				$ 29,528.00
Unit "B" (Arlington 1471+50 to 1499+00, La Grande & Lime)					
1.	Temporary Protection & direction of Traffic	Lump Sum	—	—	$ 5000.00
2.	Cement	Sack	3138	9.00	28,242.00
3.	Mortar Sand	Cu. Yd.	348	32.00	11,136.00
4.	Anchor Bars	Only	270	15.00	4,050.00
5.	Rock Bolts	Only	481	30.00	14430.00
	Subtotal				$ 62,858.00
	Anticipated Additional Items				
	Flagging	"			4134.00
	Subtotal				66,992.00
	13½% Engineering & Contingencies				9112.00
	TOTAL				

1	PETER KIEWIT SONS CO OMAHA NEBRASKA 68131	87,010.00	05 265
2	P K CONTRACTOS INC&FRED H SLATE CO SPOKANE WASH 99220	156,240.00	05 302

/14/72 JOB NUMBER 05

NO.	ITEM NAME	QUANITY	UNIT	LOW BIDDER UNIT BID	265 AMOUNT	802 UNIT BID	UNIT BID	UNIT BID
001	TEMPORARY PROTECTION & DIRECT TRAFFIC	1,000	LUMP SUM	3000,00	3,000,00	25,000,00		
002	CEMENT	1,25[illegible].000	SACKS	[illegible].00	11,322,00	7,50		
003	MORTAR SAND	140,000	CU YDS	40,00	5,600,00	30,00		
004	ANCHOR BARS	220,000	ONLY	15,00	3,300,00	55,00		
005	ROCK BOLTS	31,000	ONLY	30,00	930,00	55,00		
006	TEMPORARY PROTECTION & DIRECT TRAFFIC	1,000	LUMP SUM	5000,00	5,000,00	32,000,00		
007	CEMENT	3,13[illegible].000	SACKS	9,00	28,242,00	7,50		
008	MORTAR SAND	5[illegible],000	CU YDS	[illegible],00	11,13[illegible],00	20,00		
009	ANCHOR BARS	270,000	ONLY	1[illegible],00	4,050,00	55,00		
010	ROCK BOLTS	461,000	ONLY	33,00	14,430,00	55,00		
	TOTAL BID				97,310,00	156,240,00		

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COST ANALYSIS
PROJECTS BID SEPTEMBER 14, 1972

Project & Percent of Engr. Est.		Remarks
Arlington, LaGrande, Lime	- 39.8	This project was bid in May at $148,145.
Rogue Valley Highway	+15.3	Traffic signals
Portland St.-Campus Drive Bikeway	-29.5	The asphaltic concrete was bid $8.35 under the $20.00 estimate. With only 700 ton on this, the feeling was the price would be higher.
Silver Falls	+16.3	Parks project
Bonner Mountain Slide	+39.4	The project was bid high due to the short time limit in the Coast Range with completion yet this fall (60 calendar days). The price may be high with monies added for penalty payment. The low bidder also bid his 8"drain pipe $2.05 more than the other 2 bidders. The aggregate was also bid higher than other projects in this area that had a longer haul. County wanted job done this fall.

C. E. Layton
Cost Estimator

NOTED
F. B. KLABOE

B. Klaboe ✓
E. Johnson
H. Young
. Hart
T. Keasey
Bond
Analysis

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STATE HWY ENGR
SEP 14 '72
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

EHS-1-80N-4(24)134
EHS-1-80N-6(55)256
EHS-1-80N-7(38)343

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

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AUG 9 1972

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON 8-15-72	PROGRAM NO.	STATE PROJECT NO. ARLINGTON-LAGRANDE-LIME
	ITEM NO. 1-689, 1-690, 1-698	COUNTY NAME GILLIAM - UNION - BAKER
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

7818

G. M. BALDWIN,
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 3, 1972	AUGUST 9, 1972	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER: OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $4,636.00 AS SHOWN IN YOUR REVISED ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[X] OTHER (Specify) CONTRACTOR'S FLAGGING $4,636.00

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

8-21-72

RECEIVED
STATE HWY ENGR
FBF
AUG 17'72
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FOR
Init. | Wes | RID | DJR | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-15-72	E. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

7818

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE August 7, 1972

FROM L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

Complete P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on August 31, 1972.

I-80N-5(41)206	Pendleton Interchanges
I-80N-6(54)261	La Grande Section
I-5-4(73)193	Judkins Pt.-Battle Cr. Intcghe. Sec.
I-5-5(57)250	Battle Cr. Intchge.-N. Tigard Intchge. Sec.
I-5-6(76)295	N. Tigard Intchge.-Wash. St. Line. Sec.
US-466(11)	Sunset Hwy.-Beaverton Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions regarding the project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the previously submitted right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the previously submitted utility-railroad status report.

We are also readvertising the following provisouly advertised projects which were rejected because the bids were considered too high.

I-80N-4(24)134	Arlington Section
I-80N-7(38)343	Lime Section
I-80N-6(55)256	La Grande Section

DAR:dg

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OREGON STATE HIGHWAY DIVISION

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AUG 2 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7818

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 1, 1972

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164 CIVENG-61-103
John Day Lock and Dam
Columbia River Highway

Enclosed are three copies of the plans and Special Provisions for the mortar slope protection on the Arlington, La Grande and Lime Section. This data is being sent to you for your information.

Unit A in the Arlington area is a Corps of Engineers responsibility. You will note that the rock bolts have been left in the estimate for Unit A. In your letter of July 13, 1972, you requested that they be left out and anchor bars used. The project was reviewed in the field and it was felt that there was a need for the rock bolts. Mr. Larry McDevitt of your staff was contacted by telephone and after discussing the problem, it was decided that the rock bolts would be left in the project.

As per your letter of July 13, 1972, the thickness of pneumatically placed mortar has been changed from 6-inch nominal thickness to 4-inch nominal thickness and the drain holes are to be drilled after the mortar is placed.

As soon as an acceptable bid has been received, it will be presented for your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways
By: ORIGINAL SIGNED BY FRANK L. HALL

Frank L. Hall
Design Engineer

DEK:jh
cc: E. S. Hunter

RECEIVED
JUL 11 1972
FOR FILING

7818

July 5, 1972

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Reference is made to the proposed mortar slope stabilization on the Arlington, La Grande and Lime Sections of Interstate Highway 80N in which you share an obligation, in the Arlington area, as a part of the John Day Lock and Dam Project.

Previous to May 25, 1972, when bids were received for this project you had approved the plans, specifications and the estimated quantities. On May 31, 1972, our Highway Commission rejected the two bids received as being too high.

The estimated unit costs were reviewed and a revised estimate has been prepared. The item "Railroad Protective Costs" has been left out of the estimate and it is hoped that this will meet with your approval.

A detailed estimate for the project with a breakdown of obligations is enclosed. Under terms of Contract No. DA-45-164 CIVENG-61-103 costs for this work are to be allocated as follows:

Total Corps of Engineers Obligation	$ 48,001
Total Oregon State Highway Division Obligation	$106,575
Total Contract including 13-1/2% Engineering and Contingencies	$154,576

The unit prices and total cost will be revised to correspond to the bid prices when an acceptable bid is received. Bids for this project are to be received on August 31, 1972, and your approval is requested so that we can meet our schedule.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Tom Edwards
State Highway Engineer

DEK:jh cc F. B. Klaboe
cc: E. S. Hunter
V. D. Wolfe
L. H. Young
Frank Hall

att. 13 cys

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

ton, La Grande & Lime Units "A" & "B"
ia River & Old Oregon Trail Highways
Union & Baker Counties
June 27, 1972

a" (Arlington Sta 1621+80 to 1626+90) Corps of Engrs obligati								
Item		Unit	Net Quantity	Allowance	Total Quantity	Unit Cost	Amount	
ry Protection								
ion of Traffic.		Lump Sum	All	–	All	–	$2,008	
ent		Sack	1144	114	1258	13.00	16,354	
ar Sand		Cu. Yd.	127	13	140	15.00	2,100	
or Bars		Each	233	23	256	67.00	17,152	
Bolts		Each	38	4	42	67.00	2,814	
					Subtotal		$40,428	
		Anticipated Additional Items						
					Flagging		1864	
					Subtotal =		$42,292	
		+13½% Engineering & Contingencies					5,709	
					TOTAL		$48,001	
"B" (Arlington Sta 1476+50 to 1489+00, La Grande & Lim								Arlington 1476+50 to 14
rary Protection ction of Traffic		Lump Sum	All	–	All	–	$4,992	47.66% $2
ent		Sack	2852	286	3138	13.00	40,794	1494 1
tar Sand		Cu. Yd.	317	31	348	15.00	5,220	166 2
hor Bars		Each	185	19	204	67.00	13,668	66 4
ck Bolts		Each	334	33	367	67.00	24,589	139 9
					Subtotal =		$89,263	3
		Anticipated Additional Items						
					Flagging		4636	
					Subtotal		$93,899	4
		+13½% Engineering & Contingencies					12,676	
					TOTAL		= $106,575	$ 4

SHEET ..... OF ..... SHEETS

1972

of Engineers obligation

mount

008
354
100
152
814

428

869
292
709
001

(= 5 Lines)	Arlington 1476+50 to 1489+00		La Grande 38+00 to 43+00		Lime 702+85 to 707+10	
992	47.66%	#2379	5.85%	#292	46.49%	#2321
0,794	1494	19,422	184	2,392	1460	18,980
5,220	166	2,490	21	315	161	2,415
668	66	4,422	138	9246	—	—
4,589	139	9,313	—	—	228	15,276
2,263		38,026		12,245		38,992
1636		2210		271		2,155
3,899		40,236		12,516		41,147
2,676		5432		1689		5,555
575		#45,668		#14,205		#46,702

UNIT "A"

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Arlington (Sta 1621+80 to 1626+90) Unit Corps of Eng'rs Obligation
Highway Columbia River County Gilliam Prefix
Length ____ Designer ____ Draftsman ____ Date June 27, 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temporary Protection						
& Direction of Traffic	Lump Sum	All	-	All	-	$ 717.00
2. Cement	Sack	1144	114	1258	13.00	16,354
3. Mortar Sand	Cu.Yd.	127	13	140	15.00	2,100
4. Anchor Bars	Each	233	23	256	67.00	17,152
5. Rock Bolts	Each	38	4	42	67.00	2,814
				Subtotal		$ 40,428
Anticipated Additional Items						
				Flagging		1,864
				Subtotal		$ 42,292
13½% Engineering & Contingencies						5,709
				TOTAL		$ 48,001

Total ____

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Arlington, La Grande, and Lime Sections
Columbia River & Old Oregon Trail Highways
Gilliam, Union & Baker Counties

June 27, 1972

Breakdown of Responsibility

State 9410 Cu. ft. Unit "B"
Corps 3784 Cu. ft. Unit "A"
13,194

Unit "A" $\frac{3784}{13,194}$ = 28.68% Corps Responsibility
Unit "B" $\frac{9410}{13,194}$ = 71.32% State Responsibility

Temporary Protection & Direction of Traffic

Unit "A" $7000 x 28.68% = $2,008
Unit "B" $7000 x 71.32% = $4,992

Flagging

Unit "A" $6500 x 28.68% = $1864
Unit "B" $6500 x 71.32% = $4636

SP-52586-734

Form E-49

UNIT "A"

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Arlington (Sta. 1621+80 to 1626+90)

Columbia River Hwy., Gilliam County

June 27, 1972

Sta. to Sta.			Area Sq. Ft. x Average Thickness		Volume Cu. Yd.
East of Arlington					
1621+80	1622+90	Lt.	720	0.50	360
1622+90	1623+80	Lt.	963	0.50	482
1623+80	1624+80	Lt.	1,295	0.50	648
1624+80	1625+80	Lt.	438	0.50	219
1624+40	1625+80	Rt	2,950	0.50	1475
1625+80	1626+90	Rt.	1,200	0.50	600
				Total	3784

(3 Cu. ft. Sand + 1 Cu. ft (1 sack) Cement Fills * 3.3 Cu. Yds)

Mortar Sand

$$\frac{(3784 \div 3.3 \text{ Cu. Yds}) \times 3 \text{ Cu. ft}}{27} = 127 \text{ Cu. Yds}$$

Cement

3784 Cu. Yds ÷ 3.3 = 1144 Sacks

Form F-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

June 27, 1972

UNIT "A"			UNIT "B" State of Arlington		La Grande		Lime	
Corps of Engr			EHS-I-80N-4(24)34		EHS-I-80N-6(55)256		EHS-I-80N-7(32)343	
Anchor Bars	233		Anchor Bars	60	Anchor Bars	125	Anchor Bars	0
Rock Bolts	38		Rock Bolts	127	Rock Bolts	0	Rock Bolts	207

~~Anchors 418~~

~~Bolts 372~~

Note: These quantities furnished by field personnel.

Form E-6 UNIT "B"

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Arlington (Sta. 1476+50 to 1489+00), La Grande, & Lime Jne 27, 1972

Columbia River & Old Oregon Trail Hwys. Gilliam, Union & Baker Counties

1	Breakdown according to Locations							
2	Arlington (Sta 1476+50 to 1489+00					4485	Cu. ft.	
3	La Grande					550	" "	
4	Lime					4375	" "	
5						9,410	Cu. ft.	
6								
7	4485/9410	=	47.66%	Arlington				
8	550/9410	=	5.85%	La Grande				
9	4375/9410	=	46.49%	Lime				
10								
11	Temporary Protection & Direction of Traffic							
12								
13	#4992 x 47.66%	=	#2379	- Arlington				
14	#4992 x 5.85%	=	#292	- La Grande				
15	#4992 x 46.49%	=	#2321	- Lime				
16								
17								
18	Flagging							
19	#4636 x 47.66%	=	#2210	- Arlington				
20	#4636 x 5.85%	=	#271	- La Grande				
21	#4636 x 46.49%	=	#2155	- Lime				
22								
23								
24								
25								
26								
27								

SP*52586-734

UNIT "B"

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Arlington, La Grande, & Lime

Columbia River & Old Oregon Trail Highways

Gilliam, Union, & Baker Counties

June 27, 1972

This is a break-down of State Obligation between the West of Arlington area, La Grande Area and Lime area.

Station to Station	Area Sq. ft.	Average Thickness	Volume Cu. Ft. West of Arlington	La Grande	Lime
1478+50 - 1486+50 Lt.	3,500	0.50	1750		
1476+50 - 1489+00 Rt.	5,469	0.50	2735		
38+00 to 43+00	1,100	0.50		550	
702+85 - 704+20 Rt.	1,250	0.50			625
705+25 - 707+10 Rt.	7,500	0.50			3750
	Totals		4485	550	4375

3 Cu.ft. Sand + 1 Cu.ft. Cement fills *3.3 Cu. ft.

Mortar Sand.

$\frac{(4485 \div *3.3 \text{ (c.f.)}) \times 3 \text{ Cu. ft.}}{27} =$ 151 C.Y.

$\frac{(550 \div *3.3 \text{ Cu. ft.}) \times 3 \text{ Cu. ft.}}{27} =$ 19 C.Y.

$\frac{(4375 \div *3.3 \text{ Cu. ft.}) \times 3 \text{ Cu. ft.}}{27} =$ 147 C.Y.

Cement

4485 ÷ *3.3 = 1359 sacks.

550 ÷ *3.3 = 167 Sacks

4375 ÷ *3.3 = 1326 Sacks

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JUN 22 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7818

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Glen L. Green, Acting
XXXXXXXXXX Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE June 22, 1972

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Projects EHS-I-80N-4(24)134, EHS-I-80N-6(55) and EHS-I-80N-7(38)**
Arlington, LaGrande and Lime Sections
Rejection of bids

Concurrence is requested in rejecting the bids received May 25, 1972 for the subject projects.

We received two bids on this project; the low bid from P. K. Contractors, Inc. in the amount of $148,145.00 is $84,213.00 or 131.7 percent above the engineers estimate of $63,932.00. We are rejecting all bids received on this contract because it is considered too high for the Highway Commission to accept.

The project is to be redesigned and will be readvertised at a later date. Two copies of the bid tabulations are attached and if further information is needed, please advise.

Federal Highway Administration Endorsement
I concur in rejecting all bids.

Date _____

G. L. Green, Acting Division Engineer

Attachments

CL:kds

RECEIVED
FOR FILING

7818

June 1, 1972

PK Contractors, Inc.
and Fred H. Slate Co.
P. O. Box 3384
Spokane, Washington 99220

Gentlemen:

The State Highway Commission on May 25 received two bids for mortar slope stabilization on the Arlington, La Grande and Lins Sections of the Columbia River and Old Oregon Trail Highways in Gilliam, Union and Baker Counties.

The Commission on May 31, 1972, rejected both bids.

Very truly yours,

Floyd Lacey, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Fred H. Slate Co.
P. O. Box 19238
Portland, Oregon 97219

C. T. Keasey
Walt Hart
Wm. Geibel (SAIF)
W. E. Schwerts
H. H. Van Cleave

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

EHS-I-80N-4(24)134
EHS-I-80N06(55)255
EHS-I-80N-7(58)343
ARLINGTON-LAGRANDE LINE SECTS.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
5-12-72

PROGRAM NO.

ITEM NO.
1-689 1-690 1-698

COUNTY NAME
GILLIAM-UNION-BAKER

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
7818

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 3, 1972	MAY 3, 1972	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER: OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $285.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $285.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 2, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

5-17-72

Young

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-72	G K Greene	For DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

0 1 2 Miles

RECEIVED
FOR FILING

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-DB

7818

3 May 1972

Re: Contract DA-45-164-CIVENG-61-103
Relocation of Interstate Highway
80N, John Day Project

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

5-5-72
RETURNED TO
BY DEPUTY STATE H...

Dear Mr. Baldwin:

Reference is made to your letter dated 27 April 1972 which transmitted the original contract plans, along with detailed estimates and specifications with item numbers and gross quantities for the proposed contract mortar slope stabilization, Arlington-La Grande and Lime sections of Interstate Highway 80N. I have signed the original drawings and will return them to you under separate cover.

We noticed that the standard project sign did not indicate a space for the amount of funds furnished by the Corps of Engineers. This should be added to the sign located at Arlington, Oregon.

Funds are available to finance our share of the cost as indicated by your estimate and according to the completion time of 110 calendar work days.

The quantities presented have been reviewed by members of my staff and are acceptable; however, approval for contract purposes is withheld pending receipt of a new bid schedule showing the Corps of Engineers items and quantities under separate listings. It is our understanding that this revised bid schedule is being prepared and will be forwarded to us as soon as possible; therefore, approval is granted to advertise the referenced work for construction bids. Approval to award will await your presentation of the lowest acceptable bid.

Sincerely yours,

RICHARD M. CONNELL
Colonel, CE
District Engineer

1 Incl fwd sep
Orig. dwgs

5-5-72
Plans to Swenson

5-8-72
CC Wolfe
Hall

NOTED
E. S. HUNTER

RECEIVED
MAY 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

May 3, 1972

District Engineer
Corps of Engineers
Building 602 City County Airport
Walla Walla, Washington 99362

Attention Hal Miller

Gentlemen:

Thank you for your cooperation in approving the plans for the subject project conditioned upon revision of the bid schedule to separate the Corp's unit from the remaining units.

This has been done and a new bid schedule and supporting data showing the estimated cost for the Corp's Unit A to be $21,824.52 is attached. The plan summary will be corrected to show Unit A as Corp of Engineer's quantities.

If you have any more comments or questions, please call me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

FLH:jg
cc: E. S. Hunter

Enclosure

RECEIVED
MAY 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Arlington, La Grande & Lime Sections
Mortar Slope Stabilization

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
	UNIT A			
1.	Temporary Protection & Direction of Traffic	All Specified		
	For_____	Lump Sum		$_____
2.	Railroad Protective Costs	All Specified		
	For_____	Lump Sum		$_____
3.	Cement	1,258 sacks		
	For_____	per sack	$____	$_____
4.	Mortar Sand	140 cu.yds.		
	For_____	per cu.yd.	$____	$_____
5.	Anchor Bars	256 only		
	For_____	each	$____	$_____
6.	Rock Bolts	42 only		
	For_____	each	$____	$_____
	UNIT B			
7.	Temporary Protection & Direction of Traffic	All Specified		
	For_____	Lump Sum		$_____

Item No.	Item	Quantity and Unit	Unit Price	Amount
8.	Cement	3,138 sacks		
	For_____	per sack	$_____	$_____
9.	Mortar Sand	348 cu.yds.		
	For_____	per cu.yd.	$_____	$_____
10.	Anchor Bars	204 only		
	For_____	each	$_____	$_____
11.	Rock Bolts	367 only		
	For_____	each	$_____	$_____

Total Amount of Bid $_____

Form B-167

OREGON STATE HIGHWAY DIVISION

COLUMNAR TABULATION SHEET

Arlington, La Grande & Lime Units "A" & "B"
Columbia River & Old Oregon 7
Gilliam, Union & Baker Countie

SHEET ..... OF ..... SHEETS

UNIT "A"	(Arlington Sta.								
	Item		Unit	Qu					
1. Temporary Protection &									
direction of traffic			Lump sum	L					
2. Railroad Protective									
		Costs	Lump sum	L					
3. Cement			Sack	4					
4. Mortar Sand			Cu. Yd.						
5. Anchor Bars			Each	1					
6. Rock Bolts			Each						
			Anticipa						
			+14½% E						
UNIT "B"	(Arlington Sta. 147				Grande 43+00		Lime 702+85		707+10
1. Temporary Protection & Direction of Traffic			Lump sum	L	$ 104.25		46.99%		$ 829.00
2. Cement			Sack	2	460.00		1460		3650.00
3. Mortar Sand			Cu. Yd.		1575.00		161		12,075.00
4. Anchor Bars			Each		1794.00		—		—
5. Rock Bolts			Each		—		228		4,101.00
					3933.25				20,658.00
		Anticipate							
					16.68				132.64
					3,949.93				20,790.64
		14½% Engir			572.74				3,014.65
					$ 4522.67				$ 23,805.29

UNIT "A"

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Arlington (Sta. 1621+80 to 1626+90) Unit Corps of Engineers Obligation
Highway Columbia River County Gilliam Prefix
Length ____ Designer ____ Draftsman ____ Date May 2, 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temporary Protection & Direction of Traffic	Lump Sum	All	-	All	-	$ 717.00
2. Railroad Protective Costs	Lump Sum	All	-	All	-	500.00
3. Cement	Sack	1194	114	1258	2.50	3145.00
4. Mortar Sand	Cu.Yd.	127	13	140	75.00	10500.00
5. Anchor Bars	Each	233	23	256	13.00	3328.00
6. Rock Bolts	Each	38	4	42	18.00	756.00
	Subtotal					18,946.00
Anticipated Additional Items Flagging						114.72
	Subtotal					19,060.72
+14½% Engineering & Contingencies						2763.80
Grand Total						$ 21,824.52

Total ____

Form 8-69

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Arlington, La Grande, and Lime Sections
Columbia River & Old Oregon Trail Highways
Gilliam, Union & Baker Counties

Breakdown of Responsibility

State 9410 Cu. ft. UNIT "B"
Corps 3784 Cu. ft. UNIT "A"
13,194

UNIT "B" 9410/13,194 = 71.32 % State Responsibility
UNIT "A" 3784/13,194 = 28.68 % Corps Responsibility

"Temporary Protection & Direction of Traffic"
UNIT "B" $2500 x 71.32% = $1783.00 State
UNIT "A" $2500 x 28.68% = $717.00 Corps

"Railroad Protective Costs"
UNIT "A" $500 x 100% = $500 Corps

"Flagging"
UNIT "B" $400 x 71.32% $285.28 State
UNIT "A" $400 x 28.68% $114.72 Corps.

Form E-48

UNIT "A"

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Arlington (Sta. 1621+80 to 1626+90)

Columbia River Hwy., Gilliam County

Sta. to Sta		Area Sqr. Ft. x Thickness	Average		Volume Cu. Yd.
East of Arlington					
1621+80 - 1622+90	Lt.	720	0.50		360
1622+90 - 1623+80	Lt.	963	0.50		482
1623+80 - 1624+80	Lt.	1,295	0.50		648
1624+80 - 1625+80	Lt.	438	0.50		219
1624+90 - 1625+80	Rt	2,950	0.50		1475
1625+80 - 1626+90	Rt.	1,200	0.50		600
			Total		3784

(3 Cu. ft. Sand + 1 Cu. ft (1 sack) Cement Fills * 3.3 Cu. Yds)

Mortar Sand

$$\frac{(3784 \div 3.3 \text{ Cu. Yds}) \times 3 \text{ Cu. ft}}{27} = 127 \text{ Cu. Yds}$$

Cement

3784 Cu. Yds ÷ 3.3 = 1144 Sacks

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

UNIT "A"

Corps of Engr

Anchor Bars	233
Rock Bolts	38

UNIT "B"

State of Arlington La Grande Lime

EHS-I-80N-1(24)21		EHS-I-80N-6(55)256		EHS-I-80N-7(38)243	
Anchor Bars	60	Anchor Bars	125	Anchor Bars	0
Rock Bolts	127	Rock Bolts	0	Rock Bolts	207

~~Anchors 218~~

~~Bolts 372~~

Note: These quantities furnished by field personnel

Form R-66

UNIT "B"

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Arlington, La Grande, & Lime
Columbia River & Old Oregon Trail Highways
Gilliam, Union & Baker Counties

This is a break-down of State Obligation between the West of Arlington area, La Grande Area and Lime area.

Station to Station	Area Sq. ft.	Average Thickness	Volume Cu. Ft. West of Arlington	La Grande	Lime
1478+50 - 1486+50 Lt.	3,500	0.50	1750		
1476+50 - 1489+00 Rt.	5,469	0.50	2735		
38+00 to 43+00	4,100	0.50		550	
702+85 - 704+20 Rt.	1,250	0.50			625
705+25 - 707+10 Rt.	7,500	0.50			3750
	Totals		4485	550	4375

3 Cu.ft. Sand + 1 Cu.ft. Cement fills *3.3 Cu. ft.

Morter Sand.

$\frac{(4485 \div {}^{*}3.3 \text{ (cu.ft.)}) \times 3 \text{ Cu. ft.}}{27} =$ 151 C.Y.

$\frac{(550 \div {}^{*}3.3 \text{ Cu. ft.}) \times 3 \text{ Cu. ft.}}{27} =$ 19 C.Y.

$\frac{(4375 \div {}^{*}3.3 \text{ Cu. ft.}) \times 3 \text{ Cu. ft.}}{27} =$ 147 C.Y.

Cement

4485 ÷ *3.3 = 1359 sacks.

550 ÷ *3.3 = 167 Sacks

4375 ÷ *3.3 = 1326 Sack

Form E-6b

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET ..... OF ..... SHEETS

UNIT "B"

Arlington (Sta. 1476+50 to 1489+00), La Grande & Lime
Columbia River & Old Ore. Trail Hwys, Gilliam, Union & Baker Co.

Breakdown according to locations

Arlington (Sta. 1476+50 to 1489+00)	4485	Cu. ft.
La Grande	550	" "
Lime	4375	" "
	9410	Cu. ft.

$\frac{4485}{9410}$ = 47.66 % Arlington
$\frac{550}{9410}$ = 5.85 % La Grande
$\frac{4375}{9410}$ = 46.49 % Lime

Temporary Protection & Direction of Traffic

\$1783 x 47.66% = \$849.75 (Arlington)
\$1783 x 5.85% = 104.25 (La Grande)
\$1783 x 46.49% = 829.00 (Lime)

Flagging

\$285.28 x 47.66% = \$135.96 (Arlington)
\$285.28 x 5.85% = \$16.68 (La Grande)
\$285.28 x 46.49% = \$132.64 (Lime)

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MAY 2 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7818

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT P.S. & E.

Complete P.S. & E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on May 25, 1972.

EHS-I-5-2(71)68	Garbage Dump Rd. Intchge.-Jumpoff Joe Cr. Section
EHS-I-80N-4(24)134	Arlington Section
EHS-I-80N-6(55)256	La Grande Section
EHS-I-80N-7(38)343	Lime Section
EHS-T-5025(20)	Portland City-Wide Traffic Signals (Unit "C")
EHS-T-5011(3)	Pacific Ave. at "B" Street (Forest Grove)
T-5022(1)	Newmark St.-S. City Limits (N. Bend)
BR-S-23-015(1)	Snake River (Adrian) Bridge

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status reports.

On all the above interstate projects, rights-of-access, including utilities, to or from abutting property are either (1) denied by law; (2) have been acquired; or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the States contractor's operations. This statement is supported by the attached utility railroad status report.

Attach.

DAR:dg

RECEIVED
APR 27 1972
FOR FILING
7818

April 27, 1972

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Enclosed for your approval are the original drawings of the contract plans, specifications and detailed estimates for the proposed mortar slope stabilization on the Arlington-LaGrande and Lime Sections of Interstate Highway 80-N.

The job cost allocations under Contract No. DA-45-164-CIVENG-61-103 are allocated as follows:

Total Oregon State Highway Division Obligation	$ 51,835.62
Total Corps of Engineers Obligation	$ 21,824.52
Total Contract including 14% Engineering and Contingencies	$ 73,660.14

This project is scheduled for letting May 25, 1972 and in order to meet that schedule we will need the approved tracing by May 5, 1972. I would appreciate your expediting the approval and if you cannot comply with the short time allotted I would also appreciate your notifying me of that. Thank you for your cooperation.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachments
bc: Tom Edwards
F. B. Klaboe
Victor Wolfe
L. H. Young

Form E-401

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Arlington, La Grande, & Lime — 3-9-72

Columbia River & Old Oregon Trail Highways

Gilliam, Union & Baker Counties

	Station-	Station		Area Sq. Ft. X	Average Thickness	Volume Cu. Ft. State	Volume Cu. Ft. Corps	
West of Arlington								
	1478+50	-1486+50	Lt	3,500	0.50	1,750		
	1476+50	-1489+00	Rt.	5,469	0.50	2,735		
East of Arlington								
	1621+80	-1622+90	Lt.	720	0.50		360	
	1622+90	-1623+80	Lt.	963	0.50		482	
	1623+80	-1624+80	Lt.	1,295	0.50		648	
	1624+80	-1625+80	Lt.	438	0.50		219	
	1624+40	-1625+80	Rt	2,950	0.50		1475	
	1625+80	-1626+90	Rt.	1,200	0.50		600	
La Grande Area								
	38+00	to 43+00		1,100	0.50	550		
Lime Area								
	702+85	-704+20	Rt	1,250	0.50	625		
	705+25	-707+10	Rt	7,500	0.50	3,750		
						9,410	3784	

(3 Cu. ft. Sand + 1 Cu. ft. (1 sack) Cement Fills *3.3 Cu. ft.

Mortar Sand

$\frac{(9410 \div *3.3 \text{ Cu. ft.}) \times 3 \text{ Cu. ft.}}{27} = 317 \text{ C.Y.}$

$\frac{(3784 \div *3.3 \text{ Cu. ft.}) \times 3 \text{ Cu. ft.}}{27} = 127 \text{ C.Y.}$

Total Sand = 444 Cu. Yds.

Cement

9410 ÷ *3.3 = 2852 Sacks

3784 ÷ *3.3 = 1144 Sacks

Total Cement = 3996 Sacks

Form S-107

OREGON STATE HIGHWAY DIVISION

COLUMNAR TABULATION SHEET

Arlington, La Grande, & Lime Sections
Columbia River, & Old Oregon Trail Highways
Gilliam, Union, & Baker Counties

April 5, 1972

Item No.	Item	Unit	Net Quantity	Allowance	Total Quantity	Unit P
1.	Temporary Protection and direction of Traffic	Lump Sum	All	-	All	-
2.	Railroad Protective Costs	Lump Sum	All	-	All	-
3.	Cement	Sack	3996	400	4396	2
4.	Motar Sand	Cu. Yd.	444	44	488	75
5.	Anchor Bars	Each	418	42	460	13
6.	Rock Bolts	Each	372	37	409	18
	Subtotal					
	Anticipated Additional Items					
	Flagging					
	Subtotal					
	+14½% Engineering & Contingencies					
	Grand Total					

SHEET ..... OF ..... SHEETS

ntity	Unit Price	Amount		Corps of Engineers Quantity	Amount		State Quantity	Amount	
11	-	$2500.00		28.68%	$717.00		71.32%	$1783.00	
1	-	500.00		100%	500.00		0	0	
96	2.50	10,990.00		1258	3145.00		3138	7845.00	
88	75.00	36,600.00		140	10,500.00		348	26,100.00	
60	13.00	5,980.00		256	3,328.00		204	2,652.00	
09	18.00	7,362.00		42	756.00		367	6,606.00	
		63,932.00			18,946.00			44,986.00	
-		400.00		-	114.72		-	285.28	
		64,332.00			19,060.72			45,271.28	
		9,328.14			2,763.80			6,569.34	
		$73,660.14			$21,824.45			$51,835.62	

Form E-44

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEET

Arlington, La Grande, & Lime — 3-9-72

Columbia River & Old Oregon Trail Highways

Gilliam, Union & Baker Counties

	Station-	Station		Area Sq. Ft.	X Average Thickness	Volume Cu. ft. State	Volume Cu. ft. Corps	
West of Arlington								
	1478+50	-1486+50	Lt	3,500	0.50	1,750		
	1476+50	-1489+00	Rt.	5,469	0.50	2,735		
East of Arlington								
	1621+80	-1622+90	Lt.	720	0.50		360	
	1622+90	-1623+80	Lt.	963	0.50		482	
	1623+80	-1624+80	Lt.	1,295	0.50		648	
	1624+80	-1625+80	Lt.	438	0.50		219	
	1624+40	-1625+80	Rt	2,950	0.50		1475	
	1625+80	-1626+90	Rt.	1,200	0.50		600	
La Grande Area								
	38+00	to 43+00		1,100	0.50	550		
Lime Area								
	702+85	-704+20	Rt	1,250	0.50	625		
	705+25	-707+10	Rt	7,500	0.50	3750		
						9,410	3784	

(3 Cu. ft. Sand + 1 Cu. ft. (1 sack) Cement Fills *3.3 Cu. ft.

Mortar Sand

$\frac{(9410 \div *3.3 \text{ Cu. ft.}) \times 3 \text{ cu. ft.}}{27}$ = 317 C.Y.

$\frac{(3784 \div *3.3 \text{ Cu. ft}) \times 3 \text{ Cu. ft.}}{27}$ = 127 C.Y.

Total Sand = 444 Cu. Yds

Cement

9410 ÷ *3.3 = 2852 Sacks

3784 ÷ *3.3 = 1144 Sacks

Total Cement = 3996 Sacks

Form E-19

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEE

SHEET ..... OF ..... SHEET

Arlington, La Grande, and Lime Sections
Columbia River & Old Oregon Trail Highways
Gilliam, Union & Baker Counties

Breakdown of Responsibility

State 9410 Cu. ft.
Corps 3784 Cu. ft.
13,194

$\frac{9410}{13,194}$ = 71.32 % State Responsibility
$\frac{3784}{13,194}$ = 28.68 % Corps Responsibility

"Temporary Protection & Direction of Traffic"

$2500 x 71.32% = $1783.00 State
$2500 x 28.68% = $717.00 Corps

"Railroad Protective Costs"

$500 x 100% = $500 Corps

"Flagging"

$400 x 71.32% $285.28 State
$400 x 28.68% $114.72 Corps.

Form R-10-e

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

			State of Arlington		La Grande		Lime	
Corps of Engr			EHS-I-80N-4(24)134		EHS-I-80N-6(55)256		EHS-I-80N-7(22) 3 4	
Anchor Bars	233		Anchor Bars	60	Anchor Bars	125	Anchor Bars	0
Rock Bolts	38		Rock Bolts	127	Rock Bolts	0	Rock Bolts	207

Anchors 418

Bolts 372

Form R-69-a

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

State of Arlington		La Grande		Lime	
Corps of Engr		EHS-I-80N-4(24)254		EHS-I-80Y-6(55)256		EHS-I-80Y-7(32)243	
Anchor Bars	233	Anchor Bars	60	Anchor Bars	125	Anchor Bars	0
Rock Bolts	38	Rock Bolts	127	Rock Bolts	0	Rock Bolts	207

Anchors 418

Bolts 372

Form E-19

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Arlington, La Grande, and Lime Sections
Columbia River & Old Oregon Trail Highways
Gilliam, Union & Baker Counties

Breakdown of Responsibility

State 9410 Cu. ft.
Corps 3784 Cu. ft.
13,194

$\frac{9410}{13,194}$ = 71.32 % State Responsibility
$\frac{3784}{13,194}$ = 28.68 % Corps Responsibility

"Temporary Protection & Direction of Traffic"

$2500 x 71.32% = $1783.00 State
$2500 x 28.68% = $717.00 Corps

"Railroad Protective Costs"

$500 x 100% = $500 Corps

"Flagging"

$400 x 71.32% $285.28 State
$400 x 28.68% $114.72 Corps.

Form R-141

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Arlington, La Grande, & Lime Sections
Columbia River, & Old Oregon Trail Highways
Gilliam, Union, & Baker Counties

April 5, 1972

Item No.	Item	Unit	Net Quantity	Allowance	Total Quantity	Unit Price
1.	Temporary Protection and direction of Traffic	Lump Sum	All	-	All	-
2.	Railroad Protective Costs	Lump Sum	All	-	All	-
3.	Cement	Sack	3996	400	4396	2.50
4.	Motar Sand	Cu. Yd.	444	44	488	75.00
5.	Anchor Bars	Each	418	42	460	13.00
6.	Rock Bolts	Each	372	37	409	18.00
	Subtotal					
	Anticipated Additional Items					
	Flagging					-
	Subtotal					
	+14½% Engineering & Contingencies					
	Grand Total					

SHEET ..... OF ..... SHEETS

Unit Price	Amount		Corps of Engineers Quantity	Corps of Engineers Amount		State Quantity	State Amount	
-	$2500.00		28.68%	$717.00		71.32%	$1783.00	
-	500.00		100%	500.00		0	0	
2.50	10,990.00		1258	3145.00		3138	7845.00	
75.00	36,600.00		140	10,500.00		348	26,100.00	
13.00	5,980.00		256	3,328.00		204	2,652.00	
18.00	7,362.00		42	756.00		367	6,606.00	
	63,932.00			18,946.00			44,986.00	
-	400.00		-	114.72		-	285.28	
	64,332.00			19,060.72			45,271.28	
	9,328.14			2,763.80			6,564.34	
	$73,660.14			$21,824.45			$51,835.62	

TRANSACTION NUMBER 3-78

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: # 3-22-72

BY (Signature): MR. ASBURRY'S MARCH 16, 1972 MEMO.

TITLE: ASSISTANT PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 698 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
698	EHS-I-80N-6(55)256	0.0	2,900	2,600

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
LAGRANDE SECTION	CUT SLOPE STABILIZATION.

3-24-72

NOTED
F. B. KLABOE

RECEIVED
MAR 23 1972
BUREAU OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

AS REQUESTED IN MR. ASBURRY'S MARCH 16, 1972 MEMORANDUM A WAIVER IS HEREBY GIVEN TO THE CLEARING HOUSE REQUIREMENT AND THE ENVIRONMENTAL STATEMENT REQUIREMENT FOR THE CONSTRUCTION OF THE SUBJECT PROJECT AS PROVIDED UNDER IM 30-5-71. LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE PROVISIONS OF PARAGRAPH 10 OF PPM 20-8 IS ALSO GRANTED.

7818

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-22-72	R. E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
MAR 23 1972
FOR FILING

GPO 927-954

RECEIVED
MAR 17 1972
FOR FILING
7818

March 16, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Project EHS-I-80N-6(55)256
Program Data

We are submitting program data for one Interstate Safety Project, Item 698, Project EHS-I-80N-6(55)256, "La Grande Section", which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our present intention to receive bids for this project on April 27, 1972, as a part of a single contract which includes Projects EHS-I-80N-6(24)134, "Arlington Section" and EHS-I-80N-7(38)343, "Lima Section".

The work under this project consists of stabilizing an exposed rapidly deteriorating soft reddish rock seam of considerable width running diagonally through a 47' rock cut from the top at Sta. WB 38+20 to 5' or 6' above the ditch line at Sta. WB 43+20. There have been some rock falls, due to the breaking off of the more solid rock from the overhang created by the erosion of the soft rock seam. It is our opinion that if this deteriorating seam is left unchecked there exists a great potential traffic hazard of increasing rock falls of a magnitude which could intrude into the outer westbound travel lanes and result in major property damage, injuries and even fatalities. We therefore request your concurrence of this project as an "EHS" Safety Project.

We also request, under the provisions of IM 30-3-71, the clearinghouse requirement (IM 30-1-70) and the environmental statement requirement (PPM 90-1) be waived on the basis that:

a. The nature of the project is such that it will have no effect on land use and traffic flow. It will not affect the decisions or other public works activities of concern to the clearinghouse agencies.

b. The project will have no significant effects upon the quality of the human environment, as it does not disturb or displace the land and culture, affect air or water quality but will help to prevent erosion of the roadside areas.

The project does not require any public hearing under the provisions of paragraph 6e of PPM 20-8.

The 3c planning requirement (PPM 30-9) does not apply to this project.

We also request your approval in accordance with paragraph 10 of PPM 20-8, of the location/design for the project as described hereinafter:

Location/Design

a. The location is the existing highway facility in the sections.

b. The design is generally sealing or stabilizing the weak strata with concrete grout (gunite) reinforced with wire mesh and anchor bars. Weep or drainage holes to be provided as necessary.

RNC:bb
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-16-72

FEDERAL

CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): I-80N 1.0 Mi. West of La Grande	ADT	PRESENT: 2,650	FUTURE (66–68): 4,700

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): Cut Slope Stabilization	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. YR: EHS		
CARD 4	CLASS OF FEDERAL FUNDS: Interstate							COUNTY NAM	
	NAME OF URBAN AREA (17–31)							ROUTE NO. I	F

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED TOTAL ESTIMATED COST (59)(66)	ESTIMATED FEDER (67)
1	(14-15)	(16)	41	42		53				
5					PE		I-80N 1.0 Mi. West of La Grande			
5					ROW					
5					CONST (CODE) Safety Y005		"La Grande Section"	0.0	2,900	2,6
								0.0	2,900	2,6

(16) (23)(24)

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	PROJ. NO.
ADT	2,650	4,700	92	10	Oregon	35	042	698

CY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only: POST MI.	DESIG.
			EHS		EHS-I-	80-6(55)		256	N

COUNTY NAME: Union — CODE: 061

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: 6 — U.S.: I-80N

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				Rock cut slope stabilization by means of wire mesh, anchors and pneumatically placed concrete mortar (gunite).
				ROW-300' normal; Access Control-full; Park. Restrictions-complete.
.0 2,900	2,600	300		
.0 2,900	2,600	300		

REMARKS

Additional Data: Item 594, Project I-80N-6(42)256.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

LA GRANDE SECTION

PROJECT EHS-I-80N-6(55)256

REMARKS - Contd.

Project Data: This project consists of stabilizing weak zone seams in a rock cut slope adjacent to the westbound travelway on the northerly side (Sta. WB 38+30 to WB 43+20) by the use of wire mesh, steel anchor rods and pneumatically placed concrete mortar (gunite), to prevent future rock falls of serious magnitude.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

Waiver of Clearinghouse and Environmental Statement requirements for this project are being requested concurrently with this program.

Location/Design approval is being requested concurrently with this program.

This project qualifies as "EHS" under the provisions of IM 30-5-71, Section (a) "Emergency Highway Safety Program".

TRANSACTION NUMBERS 1-74 AND 1-75

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-20-72

BY (Signature): MR. YOUNG'S JANUARY 14, 1972 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____ ITEM NO.	PROJECT NOS.	STAGE 2 ITEM NOS. 689 THRU 690 LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
[illegible]	EHS-I-80N-4(24)134	0.0	40,600	19,900	I-80N NEAR ARLINGTON INTERCHANGE.	CUT SLOPE STABILIZATION.
690	EHS-I-80N-7(38)343	0.0	12,200	11,200	I-80N NEAR LIME INTERCHANGE.	CUT SLOPE STABILIZATION.

NOTED F. B. KLABOE

1-24-72

BY DIVISION ENGINEER

RECEIVED
JAN 24 1972
FOR FILING
7818

REMARKS (Division)

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		1-20-72	FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JAN 18 1972
FOR FILING

7818

January 14, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for two Interstate Safety Projects, Items 689 and 690, which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our present intention to let the work on both projects under one contract.

Clearinghouse and environmental statement requirements have been waived for both projects by FHWA memorandum of December 17, 1971.

Public hearings are not required under the provisions of paragraph 6c of PPM 20-8.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

RNC:bb

Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-14-72

FEDERAL-AID PROJ

(PPM 21-1)

CARD 2 — REPORT NUMBER: 1 (19) (20) 21

PROJECT LOCATION (45 typewriter spaces): I-80N Arlington Interchange 65

ADT — PRESENT: 4,700 — FUTURE: 8,300 (66) (70) — YEAR: 92 (71) (72)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Cut Slope Stabilization 62 — NATL. FOREST (63) (65) — FH ROUTE NO. (66) (68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) (72) — EMERG. YR.: EHS (73) — PL. AUTH YR (74) (75)

COUNTY NAME

CARD — CLASS OF FEDERAL FUNDS: Interstate — ROUTE NO. I — FEDERAL-AID: I-80N

NAME OF URBAN AREA 17-31

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59) (66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67) (76)
1	(14-18)	(19)	41	42						
5					PE		I-80N Arlington Interchange (MP 133.95 and MP 136.75)			
5					ROW					
5					CONST (CODE) Y106 (Safety)			0.0	40,600	19,900
							PROJECT TOTALS	0.0	40,600	19,900*

(116) (23) (24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	4,700	8,300	92	10	Oregon	35	042	689

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			EHS		EHS-I-	80-4(24)		134	N

COUNTY NAME: Gilliam — CODE: 021

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: 2 — U.S.: I-80N

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Rock cut slope stabilization by means of wire mesh, anchors and pneumatically placed cement mortar (Gunite).
0.0	40,600	19,900	1,800	(US Army CE) 18,900	ROW-250' normal; Access Control-full; Park. Restrictions-complete.
0.0	40,600	19,900*	1,800	(US Army CE) 18,900	

REMARKS

Additional Data: Item 612, Project I-80N-4(21)122.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

REMARKS - Continued

Project Data: This project consists of stabilizing weak zone seams in a rock cut slope adjacent to the east and westbound travelways, at MP 133.95 and 136.75, by means of wire mesh, steel anchor rods and pneumatically placed concrete mortar (Gunite), to prevent future rock falls of serious magnitude.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

Waiver of Clearinghouse and Environmental Statement requirements for this project was approved by FHWA Memo of December 17, 1971.

Location/Design approval granted by FHWA Memo of December 17, 1971.

This project qualifies as "EHS" under the provisions of IM 30-5-71. FHWA Memo of December 17, 1971, concurred in the EHS qualification.

*NOTE: Within the limits of the project are certain portions of the work which the U.S. Army Corps of Engineers, Walla Walla, Washington, has agreed to accept responsibility for under the State-U.S. Army Engineer District Contract No. DA-45-164-CIVENG-61-103. The Federal Funds shown are based on the pro rata share of the estimated cost of the Highway Division's responsibility.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

1-14-72

FEDERAL-AID

(PPM

CARD 2 | REPORT NUMBER (18)–(20): 1 | PROJECT LOCATION (45 typewriter spaces) 21–65: I-80N near Lime Interchange | ADT | PRESENT: 2,800 | FUTURE: 4,300 (66–69) | YEAR: 92 (70–71)

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Cut Slope Stabilization | NATL. FOREST (63–65) | FH ROUTE NO. (66–67) | SUPV AGCY (68–69) | DA CLASSIF. (70) | DA AREA (71–72) | EMERG. YR.: EHS (73) | PL. AUT (74)

CARD [illegible] | CLASS OF FEDERAL FUNDS: Interstate | COUNTY NAME

NAME OF URBAN AREA (17–31) | ROUTE NO. I | FEDERAL-AI: I-80N

CARD 5	LINE NO. (1–5)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	ESTIMATED PROJECT C: TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67–)
1										
5					PE		I-80N, near Lime Interchange (MP 342.2 to 342.3)			
5					ROW					
5					CONST (CODE) Y106 (Safety)			0.0	12,200	11,200
							PROJECT TOTALS	0.0	12,200	11,200

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	2,800	4,300	92	10	Oregon	35	042	690

SURV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
			EHS		EHS-I-	80-7(38)		343	N

COUNTY NAME: Baker — CODE: 001

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	6	I-80N

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Rock cut slope stabilization by means of wire mesh, anchors and pneumatically placed concrete mortar (Gunite).
					ROW-300' normal; Access Control-full; Parking Restrictions-complete.
0.0	12,200	11,200	1,000		
0.0	12,200	11,200	1,000		

REMARKS

Additional Data: Item 537, Project I-80N-7(25)341

-OVER-

USCOMM DUSCOMM-DC 48068-P61

REMARKS - Continued

Project Data: This project consists of stabilizing weak zone seams in a rock cut slope adjacent to travelway on the southeasterly side by the use of wire mesh, steel anchor rods and pneumatically placed concrete mortar (Gunite), to prevent future rock falls of serious magnitude.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

Waiver of Clearinghouse and Environmental Statement requirements for this project was approved by FHWA Memo of December 17, 1971.

Location/Design approval granted by FHWA Memo of December 17, 1971.

This project qualifies as "EHS" under the provisions of IM 30-5-71. FHWA Memo of December 17, 1971, concurred in the "EHS" qualification.

RECEIVED
DEC 20 1971
FOR FILE

UNITED STATES GOVERNMENT

Memorandum

7818

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 17, 1971

In reply refer to: 08-35-DA

SUBJECT: Safety Improvement Projects
I-80N-4(-)134, Arlington Section
I-80N-7(-)343, Lime Section

The request in Mr. Young's December 14 letter for two safety projects to correct the serious problems associated with weakened strata in rock cut areas is approved.

These projects involve essential corrective work to assure safe operations on the Interstate freeway.

These projects qualify as EHS under IM 30-5-71 and is as you request approved with a waiver of IM 50-1-70 and no further action under PPM 90-1. This approval also constitutes design approval under Section 10 of PPM 20-8.

12-22-71
REFERRED TO
BY [illegible], STATE HIGHWAY ENGR

RECEIVED
DEC 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 911-221

RECEIVED
DEC 15 1971
FOR FILING

7818

December 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Safety Improvement Projects
Arlington Section
Project I-80N-4(-)134
Lime Section
Project I-80N-7(-)343
Interstate Highway I-80N
Gilliam and Baker Counties

Dear Mr. Simpson:

We hereby request your concurrance that the proposed work described for each of the subject projects is eligible for Interstate funding as "Safety Improvements" under PPM 21-16 and also qualify as "EHS" under section (a) of IM 30-5-71.

Arlington Section I-80N-4(-)134

The proposed work consists of stabilizing intermittent sections of rock cut slopes, between M.P. 133.95 and M.P. 136.75, by means of wire mesh, anchors, and an overlay of pneumatically placed concrete mortar (Gunite).

This section has a high rock cut adjacent to the east- and westbound travelway, containing strata of indurated clay (approximately 2 feet thick) and/or disintegrating extremely fractured basalt (approximately 4 to 8 feet thick). The strata are overlaid with a blocky basalt formation 8 to 15 feet in depth which has been undercut in spots to a depth of approximately 3 feet by the disintegration of the weak strata.

The continuing weathering of the weak strata has resulted in numerous small rock falls from both the strata and the larger block basalt layer, which falls, on occasion have resulted in large rocks being deposited within one foot of the paved shoulders. If this condition is allowed to continue, without suitable corrective measures, larger rock masses will fall with enough inertia to carry on to the travelway causing serious accidents, injuries and/ or fatalities.

Enclosed are photographs numbered 1, 2, 3a, 3b, 3c, 3d, 4a, and 4b, which show the conditions described above. Also enclosed is a copy of the cross sections of the roadway and rock cuts indicating the weak zones.

Lime Section Project I-80N-7(-)341

The proposed work consists of stabilizing intermittent sections of rock cut slopes from M.P. 342.2 to M.P. 342.3 by means of wire mesh, anchors and overlay of pneumatically placed concrete mortar (Gunite).

This section has a high rock cut bank on the southwesterly side of the travelway. This rock cut contains weak zone seams of deteriorating igneous rock overlaid by folded metamorphic limestone. The continued weathering of these seams have precipitated rock falls containing rather large rock, some of which have come to rest dangerously near the travelway. If this condition is allowed to continue, unchecked rock fall of such magnitude could be released as to actually reach the travelway and result in serious accidents, causing injuries and fatalities.

Enclosed are photographs numbered 5a, 5b, 5c, 6a, 6b, 6c, and 6d, which show the conditions described above. Also enclosed is a copy of the cross section of the roadway and rock cuts indicating the weak zones.

These two sections of I-80N do not indicate specific accidents due to rock falls; however, our opinion is that the potential hazard is such that the projects should have a rating sufficient to put them among the top priority projects.

We further request, under the provisions of IM 30-5-71, the clearinghouse requirements (IM 50-1-70) and the environmental statement requirements (PPM 90-1) be waived on the basis that:

a. The nature of the projects is such that they will have no affect on land use and traffic flow. They will not affect the decisions or other public works activities of concern to the clearinghouse agencies.

b. The projects will have no significant affects upon the quality of the human environment, as they do not disturb or displace the land and culture, affect air or water quality but will help to prevent erosion of the roadside areas.

The projects do not require public hearings under the provisions of paragraph 6c of PPM 20-8.

We also request your approval in accordance with paragraph 10 of PPM 20-8, of the location/design for the project as described hereinafter:

Location/Design

a. The location is the existing highway facility in the sections.

b. The design is generally sealing or stabilizing the weak strata with concrete grout (Gunite) reinforced with wire mesh and anchor bars. Weep or drainage holes to be provided as necessary.

In further support of our requests, we are enclosing the following documents:

1. A copy of Mr. Moore's memo of October 27, 1971, on the geology of the areas,

2. A copy of plan sheets 9 and 10 of Project I-80N-4(21)122 and plan sheet 6 of Project I-80N-7(25)341 which show the location of the areas involved.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY

L. H. Young
Program and Planning Engineer

Enclosures

RNC:dg

bc R. L. Porter
Tom Edwards
F. B. Klaboe
F. L. Hall
Victor D. Wolfe
W. H. Tebeau
R. N. Chase
B. L. Gifford

#7818 File

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 27, 1971

To: Mr. H. S. Coulter
Regional Engineer
La Grande, OR

SUBJECT: Possible Grouting
Arlington & Lime Areas

NOTED
R. HECTOR

West of Arlington at Lang Canyon

The stratum that should be grouted at this location is an old clay erosion surface that has been indurated--thickness is approximately 2'. When exposed to the elements, wind, rain, freezing, thawing, etc., this material tends to disintegrate quite rapidly. In this case, the disintegration is occurring and leaving an overhand of blocky basalt that is 12' to 15' thick. Numerous rock falls have occurred and will continue to do so until the weak stratum is grouted. At the time I inspected the area, there were several falls that hd not been removed. At one place rock had rolled to within 12 inches of the AC shoulder. This is a definite hazard to the traveling public. Many people park their cars off the shoulder and in this position could be injured or killed by falling rock.

East of Arlington

The weak zone at this location is a 4' to 8' stratum of fractured basalt that is overlain with large blocks of basalt. These blocks are up to 8' in size. In places the weakened material has weathered away leaving a ± 3' overhang. If this is allowed to continue, large rocks will commence to fall, creating a definite hazard to the traveling public.

Lime Area

The weak zone at this location is an igneous rock that has undergone metamorphism. Overlaying this is metamorphic limestone. The limestone has been folded and is, therefore, quite fractured. Rock falls will occur if the zone of igneous rock is not grouted.

Vernal Moore

Vernal Moore
Regional Geologist

VM/bv

cc V.D. Wolfe
attn George Wills — 10/27/71

This is our geologists report on areas where we recommend guniting work as requested by you. — H S Coulter

7819 Rogue Valley Hwy. at W. Valley View Rd. (Talent) Sec. of Rog. Valley Hwy. (Traffic signals) 1972

CLH 4087

OREGON STATE
HIGHWAY DIVISION

7819

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 31, 1973

State Treasury Department
103 Capitol Building
Salem, OR 97310

Attention: Merle Crowe, Cashier

Gentlemen:

Re: Safekeeping Receipt No. 549
Hamilton Electric, Inc.

State Highway Contract No. 7819 for which the above deposit was made has been completed. Please return the securities to the contractor.

Very truly yours,

Vernon E. Skoog
Controller

By:

R. J. Hacek
Contract Accounting Supervisor

RJH:bl

cc: Hamilton Electric, Inc.

bc: C. W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

5

7819

May 23, 1973

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On May 16, 1973, we wrote to you concerning release of final payment on Contract No. 7819 awarded to Hamilton Electric, Inc., for traffic signals on the Rogue Valley Highway at West Valley View Road in the City of Talent in Jackson County.

The total contract amount is $19,891.36 including $30.36 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
Alfred Shirley

7819

May 14, 1973

TO Oregon State Highway Commission

FROM

R. A. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7819, Work Completed February 16, 1973

Project Rogue Valley Hwy. at W. Valley View Rd. (Talent)

Highway Rogue Valley, County Jackson

Type of Work Traffic Signals

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date May 14, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher

7819

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Rogue Valley Highway @ W. Valley View Road (Talent)	WEEK ENDING: April 14, 1973
		SECTION PREFIX: 15-1156
	HIGHWAY: Rogue Valley	COUNTY: Jackson
NAME OF JOB: Talent Signals	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 7819	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: September 22, 1972	DATE WORK STARTED: October 2, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 130	WORK DAYS USED: 133
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 23,645.40		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 21,580.30	ENGINEERING AUTHORIZATION: $ 2,065.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,232.74	ENGINEERING COST TO DATE: $ 1,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.8
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.2 %	PERCENT OF AUTHORIZATION 77.5 %	DATE PROJECT WAS COMPLETED: February 16, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Clear			
MONDAY 9	Clear			
TUESDAY 10	Clear			
WEDNESDAY 11	Ptly Cldy			
THURSDAY 12	Ptly Cldy			
FRIDAY 13	O'Cast Showers			
SATURDAY 14				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No Activity All week
MONDAY 9	
TUESDAY 10	
WEDNESDAY 11	
THURSDAY 12	
FRIDAY 13	
SATURDAY 14	

REMARKS

STATUS: All field work complete.
Third notification will be submitted upon receipt of guarantee.
Semi-final estimate submitted April 13, 1973.

THIS IS THE FINAL WEEKLY REPORT.

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

Gen. files

RECEIVED
NOV 7 - 1972
FOR FILING

7819

Salem, Oregon
November 7, 1972

First Mortgage Bond
Hamilton Electric Inc.
Contract No. 7819

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of a First Mortgage Bond in the amount of $1,000 from Hamilton Electric Inc., in lieu of retainage on Contract No. 7819.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. W. Head, Secretary

fkm
Att.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 549

SAFEKEEPING RECEIPT

Received for Account of H.E. Hamilton Electric Inc. Date November 3, 1972

Address 232 West 5th Ave. P.O.Box 708 Eugene, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company First Mortgage Bond 9% Due Nov. 1, 2000 Reg. in name of Hamilton Electric Inc. Dated Oct. 25, 1972	M 6286	1	1,000				1000.00
							1,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7819(Talent Traffic Signals

Authority Chapter 746, O.L. 1971

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
OCT 1972
DIVISION
SECURITY COMMISSION

State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

November 3, 1972

H. E. Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, Oregon

Attn: Allen E. Hamilton

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipt No. 549 dated November 3, 1972, in the amount of $1,000.00, Alabama Power Company, First Mortgage Bonds 9% due 11-1-2000.

The bond is in lieu of retainage on State Highway Contract No. 7819.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Highway Div., Cecil Head

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

COPY

RECEIVED
OCT 10 1972
FC.. FILE 3

7819

October 10, 1972

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7819 for traffic signals on the Rogue Valley Highway at West Valley View Road in the City of Talent in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121
bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Keith Martin

RECEIVED
SEP 25 1972

FOR FILING

7819

September 25, 1972

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on September 22, 1972, awarded to you State Highway Contract No. 7819 in the amount of $19,951 on the Rogue Valley Highway at West Valley View Road in Talent on the Rogue Valley Highway in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc C. T. Kassey
L. H. Young
Attn Vince Gallagher
Walt Hart
J. H. Versteeg
Keith Martin

RECEIVED
SEP 20 1972
HIGHWAY ENGINEER

S P

COST ANALYSIS
PROJECTS BID SEPTEMBER 14, 1972

Job No. 7819

No.	Project & Percent of Engr. Est.		Remarks
5	Arlington, LaGrande, Lime	- 39.8	This project was bid in May at $148,145.
6	Rogue Valley Highway	+15.3	Traffic signals
7	Portland St.-Campus Drive Bikeway	-29.5	The asphaltic concrete was bid $8.35 under the $20.00 estimate. With only 700 ton on this, the feeling was the price would be higher.
8	Silver Falls	+16.3	Parks project
15	Bonner Mountain Slide	+39.4	The project was bid high due to the short time limit in the Coast Range with completion yet this fall (60 calendar days). The price may be high with monies added for penalty payment. The low bidder also bid his 8" drain pipe $2.05 more than the other 2 bidders. The aggregate was also bid higher than other projects in this area that had a longer haul. County wanted job done this fall.

C. E. Layton
Cost Estimator

NOTED
F. B. KLABOE

9-14-72
CEL:fw
cc: F. B. Klaboe
A. E. Johnson
L. H. Young
W. J. Hart
C. T. Keasey
John Bond
Cost Analysis

RECEIVED
STATE HWY ENGR
SEP 14 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
AUG 10 1972
FOR FILING

7819

5

5t

6-27-72

June 29, 1972

City of Talent
City Hall
Talent, Oregon 97540

Attention: Mrs. Vivian V. Gordon
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4531

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at the intersection of Rogue Valley Highway and West Valley View Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc L. E. George
(conf. agree. att.)

RECEIVED
JUN 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

7819

DATE June 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement with City of Talent**
Traffic Signal Installation
Rogue Valley Hwy. & West Valley View Road

An agreement has been reached with the City of Talent covering installation of traffic signals at the subject intersection which provides that the State shall do the work of the project, pay all costs and care for future maintenance. The City agrees to pay for electrical energy consumed. The total estimated cost of this installation is $20,000 and is to be taken from State Construction Funds.

Your approval of the agreement and authorization for the Secretary to sign it in your behalf is recommended.

This matter will be on the agenda for your consideration at the meeting of June 27.

bc: Floyd Query
George Baldwin
F. B. Klaboe
R. L. Schroeder
Lloyd Shaw
L. E. George
V. E. Skoog
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund
VPJ:njc cg

Talent

RECEIVED
JUN 5 1972
FOR FILING
FORM E-20 (REV. 10-69)

7819

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: June 1, 1972

To: H. S. Cox
County City Engineer
B U I L D I N G

ATTN: Don Harwell

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic signal installation.
West Valley View Road & Rogue Valley Highway
Talent

I am returning the file to you concerning the installation of a traffic signal at West Valley View Road and the Rogue Valley Highway in Talent.

Agreements have been sent to the City of Talent based on Mayor Brittsan's letter. I do not think any further action is required on this matter until we receive the agreements from the City.

RECEIVED
JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1972
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

Attachments

LEG:sv

R.L. Schroeder - file data returned herewith
Don H.

NOTED
R. L. SCHROEDER

CITY OF TALENT

CITY HALL

POST OFFICE BOX 445 □ TALENT, OREGON 97540

May 17, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

In answer to your letter of April 28, 1972, regarding the matter of the power bill for the traffic light at the intersection of the Rogue Valley Highway and Valley View Road at Talent, I wish to report the City Council felt for safety's sake in having a proper traffic signal light at the hazardous crossing, we would be happy to obligate ourselves for the power bill.

Thank you for giving this your attention.

Very truly yours,

Granvil Brittsan

Granvil Brittsan, Mayor

GB:vg

RECEIVED
COUNTY & CITY SECTION
MAY 23 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ TE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

STATE OF OREGON 1859

7819

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 22, 1972

Noted
GEORGE M. BALDWIN

Mr. Louis P. Oakley
11 B Street
Ashland, Oregon 97520

Dear Mr. Oakley:

Thank you for your letter concerning the traffic signal installation in Talent. In response to requests from the city, the Highway Division has reassessed the traffic situation at the intersection of the Rogue Valley Highway (Highway 99) and the West Valley View Road.

The reanalysis of traffic conditions has again indicated that warrants for signals are hardly met; but, in view of the intense desire of the community, the Highway Division will proceed with the installation.

Sincerely,

Governor

TM:cm

bcc: Highway

RECEIVED
MAY 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

5.1. Oakley to Highway

April 19, 1972

Governor Tom McCall
Office of the Governor
Salem Or 97308

Dear Sir:

Enclosed you will find copies of Interviews, News Reports, and Pictures of our efforts to get the Highway Safety Division to install a traffic light in the Talent area of Highway 99.

I am gravely concerned with the response that the City Officials of Talent and myself have received in connection with our efforts to get a light installed.

While the State had representatives taking a check on the corner of Highway 99 and Valley View Road they did not even show the Talent City Officials the courtesy of telling them.

The conditions, as stated above, might warrant your taking a hard look at the efficiency of the personnel you have in these positions of responsibility. At least it suggests to me that maybe there should be a change in the system of communication with local City Officials and the public in general.

It is our feeling that under this critical situation, the Traffic Safety Commission has had plenty of time to respond to our request for a light at the above mentioned intersection.

When things are going well, I think all of us are guilty of being a little lax in our duties and responsibilities. It is at these times that we should put forth our best efforts in making progress in conditions under which we live.

If you could talk to these people and impress upon them the need for haste in this matter, it would be deeply appreciated.

I would like to request that your office inform me of any efforts you might make in this matter, so that if the results are not favorable to a light at the above mentioned intersection we can take other steps to insure that one is installed.

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Yours very truly,

Louis P. Oakley

Louis P Oakley
111 B Street, Ashland Or 97520

3-6-72

Talent bid for traffic light deserves support

The city of Talent, it was reported, will make another effort to get the State Highway Division to install a traffic light at the intersection of Highway 99 and Valley View Road.

It's to be hoped that the highway officials will listen to Talent's pleas and take steps to improve traffic safety at the intersection.

Motorists who regularly travel along Highway 99 through Talent can testify to that fact that the highway gives them a feeling of hazard. But the case for better traffic regulation along the Highway in Talent is based on more than just a feeling.

At the intersection with Valley View Road, there have been four major accidents since the first of the year, according to Talent Police Chief Charles Roberts.

Two persons were killed in one of the wrecks. And several persons have been injured, including one young woman whose father was moved to start something approaching a personal crusade for better traffic regulation at that corner.

In all four accidents since the first of the year, pictures taken by Chief Roberts show, damage to the cars involved was severe.

Perhaps the criteria followed by the Highway Division for the installation of traffic lights are not met by traffic counts at the intersection.

But four major accidents within two months should prove something to the highway people—beyond the fact that drivers aren't as careful as they should be.

The speed limit has been reduced from 50 to 45 miles an hour, but that alone does not seem to be enough to make a significant difference. Many motorists, unfortunately, are accustomed to exceed the posted speed limit, even if by only a small margin.

The frequency of serious accidents at the intersection should tell highway officials they had better cut some of their usual red tape and take speedy action.

Looking north across Talent intersection, Highway 99 and

Talent Again To Try For Light

By MICHELE LaBOUNTY
Tidings Staff Writer

TALENT—The city of Talent will "definitely" make a second request to the Oregon Highway Division for a traffic light at the intersection of Valley View Road and Highway 99, according to Mayor Granvil Brittsan.

Brittsan said formal action on the request will be made at the March 14 council meeting. He said he had talked with other council members who agreed the light was necessary.

The city's yet unofficial requst was partly the result of two elderly Ashland women being killed at the intersection last week.

"We have more proof than ever that it's needed," Brittsan said of the traffic light.

The city council requested a four-way traffic light at the intersection last October on a recommendation from Police Chief Charles Roberts. At the same time the council asked for a reduction in speed in that area from 50 to 40 miles per hour.

On Nov. 29, the city was told that "traffic conditions are extremely marginal" to warrant a traffic light. The letter was signed by F. B. Claboe, assistant highway engineer. The letter also indicated that there was a shortage of funds for traffic light installation, City Recorder Vivian Gordon said.

The city's request for a speed reduction was transferred to the State Speed Control Board, which on Jan. 12 reduced the speed in the vicinity of the intersection from 50 to 45 m.p.h.

Chief Roberts said Highway Division personnel used photographs and a standard traffic counter to determine the level of traffic at the intersection. But Brittsan said the counter was used on Valley View Road and not on Highway 99 which carries the "fast traffic."

The photographs, Roberts said, "showed no traffic to speak of."

With the council's approval, Roberts began taking pictures of his own at the intersection. They are being compiled in a folder with other information to send to the Highway Division.

Besides the fatal accident there last week, four other accidents have happened at the intersection since the first of the year, Roberts said. One accident in January resulted in three persons being taken to the hospital.

Although the intersection is patrolled 24 hours a day and checked by radar, accidents still continue, Roberts indicated.

"I'd like to see a light there, I don't like to see fatalities," the chief remarked.

A check with the Phoenix-Talent School District showed that district buses do not cross the intersection. However, buses do turn onto Highway 99 from Valley View and onto 99 from other nearby roads.

Talent Plant Plan Heads For Council

3-14-72

TALENT—A planting plan for the Talent City Hall Park will be presented to the Talent City Council for approval at its regular meeting tonight.

The meeting will begin at 8 p.m. in the city council chamber, 204 East Main St.

The master plan for the park was approved by the Park Commission Monday night. It involves planing several new flowers and shrubs and possibly removing some existing vegetation to the Talent Bear Creek Park.

If the plan is approved tonight by the council, the Talent Garden Club had agreed to donate $50 towards new shrubbery, according to Park Commission chairman Robbie Miller.

In other council business tonight, Louis Oakley, of Ashland, is expected to speak in favor of Talent getting a traffic light at the intersection of Valley View Road and Highway 99. Oakley's daughter was injured in an accident at the intersection about two months ago.

The city's request for a light at the interesection was denied by the Highway Division late last year. Talent Mayor Granvil Brittsan has indicated the council may make a second request for a light at tonight's meeting.

Mae Lowe, of 109 South Second St., Talent, also requested permission to speak to the council about a city plan to rename streets and renumber homes in areas where the numbers are not consecutive. The plan has been approved by the Planning Commission.

Jan. 23, 1972

These photos show cars wre
the first of the year at Highwe
Road in Talent. The three small
Talent Police Chief Charles Rob

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JUN 15 1972
FOR FILING

7819

5c

5-16-72

May 17, 1972

Hon. Granvil F. Brittsan
Mayor of Talent
City Hall
Talent, Oregon 97540

Dear Mayor Brittsan:

The State Highway Commission at its meeting yesterday approved the installation of traffic signals at the intersection of the Rogue Valley Highway and West Valley View Road.

Cost of the installation is estimated at $20,000 which will be borne by the State. The State will also provide for future maintenance. It was the Commission's understanding that the City of Talent would provide for the payment of electrical energy consumed.

An agreement is being prepared and will be forwarded to you in the near future.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
cc Hon. Donald R. Stathos
State Representative
40 Coachman Drive
Jacksonville, Oregon 97530

George M. Baldwin
Tom Edwards
F. B. Klaboe - Someone should prepare agreement
R. L. Schroeder
L. E. George
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund

7819

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1972

The Honorable Donald R. Stathos
State Representative
40 Coachman Drive
Jacksonville, Oregon 97530

Noted
GEORGE M. BALDWIN

Dear Mr. Stathos:

This will acknowledge your letter of April 25 concerning installation of traffic signals at the intersection of ORE99 and West Valley View Road at Talent.

The accident records show that there were 27 reported accidents at this intersection during the period from January 1, 1967 to February 29, 1972. Two persons were killed in an accident on February 21, 1972. A traffic count taken during March 1972 showed 1,511 vehicles entering the intersection from West Valley View Road in a 24-hour period.

We plan to install fully actuated traffic signals at this intersection. It is tentatively planned to open bids on the project on July 27.

Sincerely,

George M. Baldwin
Administrator of Highways

Tks — that's fast.
Con Stathos

RECEIVED
MAY 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Noted
Gary L. Ross

HOME ADDRESS
DONALD L. STATHOS
40 COACHMAN DRIVE
JACKSONVILLE, OREGON 97530

JACKSON COUNTY

COMMITTEES
MEMBER:
AGRICULTURE
NATURAL RESOURCES
STATE AND FEDERAL AFFAIRS

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

REFERRED TO
Admin
BY SECRETARY

Copy sent to Scott

25 April 72

Highway Division
Highway Building
State of Oregon
Salem, Oregon 97310

Attn. Highway Engineer in charge of Traffic Light Controls for Southern Oregon (Talent, Oregon)

Gentlemen:

In regards to the intersection of Valley View Road and Highway 99 E at Talent, Oregon.

The above intersection has been the scene of several accidents recently and is the scene of accidents continually according to information I am in receipt of.

It is my understanding that 3 people were killed or have been Killed in the last 6 months and there has been a total of 15 accidents reported in the last 12 months.

It is also my understanding that the Talent City Government has formally approved requesting from the State a Traffic light control

Would you please advise me if you are contemplating a traffic light control or a structural change to change the flow of traffic for this intersection. I would appreciate your letting me know what info you have as to accidents and any other data or plans concerning this intersection.

RECEIVED
APR 28 1972
TRAFFIC ENGINEERING

Thank you,

Don Stathos

RECEIVED
APR 26 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1972
FOR FILING

7819

DATE May 3, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Traffic Signal Installation**
Rogue Valley Highway and West Valley View Road
City of Talent

My letter of April 20 requested approval at the May 16 meeting of the installation of traffic signals at the intersection of the Rogue Valley Highway and West Valley View Road in the city of Phoenix.

This installation will be in the city of Talent, not in Phoenix.

cc George M. Baldwin
Floyd Query
F. B. Klaboe
R. L. Schroeder
L. E. George
L. H. Young
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund

(ms)

RECEIVED
MAY 1 - 1972
FOR FILING

7819

April 28, 1972

Hon. Granvil Brittsan
Mayor of the City of Talent
Post Office Box 445
Talent, OR 97540

90

Dear Mayor Brittsan:

In response to your letter of April 6, we are recommending to the State Highway Commission that traffic signals be installed at the intersection of the Rogue Valley Highway and Valley View Road at Talent.

Even though the intersection is just outside the city, we are asking that the City of Talent agree to pay the power bills for the traffic signal.

Thank you for bringing this matter to our attention.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

VPJ:sv 1a

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
L. E. George
J. H. Versteeg

City of Talent

CITY HALL
P.O. BOX 445
TALENT, OREGON — 97540

Edwards
cc Eugene

April 6, 1972

Mr. R.L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We are again requesting the State to take immediate action on the signal light at the intersection of Valley View Road and Rogue Valley Highway #63 (U.S. 99).

I am enclosing pictures, accident reports and newspaper coverages since January 1, 1972, which speak for themselves. As you will note, there were two (2) fatalities.

The residents of Talent are very concerned with this intersection, and demanding that we do something about it.

I would appreciate an early reply.

Very truly yours,

Granvil Brittsan

Granvil Brittsan
Mayor

GFB:n

RECEIVED
APR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CHARLES H. ROBERTS
Chief of Police

City of Talent

POLICE DEPARTMENT

TALENT, OREGON — 97540

March, 30, 1972.

To the Mayor and City Council, City of Talent Oregon:

The Following Accidents have been Investigated at the Hwy 99 & Valley View Rd. since January 1, 1972.

Five accidents this year, three in the month of January 1972, and one in February which was a fatal, and one other accident in March.

I would also recomend that the speed limit be cut down to 40 MPH from HWY. 99, Colver Rd., to South City Limits on Hwy. 99.

I would like to recommend to you the Mayor & Council that a letter be written to the State Highway Department requesting a Four-way Traffic light. At Hwy 99 & Valley View Rd.

Chas H Roberts.

Chief of Police.

RECEIVED
APR 20 1972

FOR FILING

7819

DATE April 20, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Traffic Signal Installation
Rogue Valley Highway & West Valley View Road

An increased accident record discloses there is need for the installation of traffic signals at the intersection of the Rogue Valley Highway and West Valley View Road in the City of ~~Phoenix~~. The estimated cost of such an installation is $20,000. This cost would be borne entirely by the State. The City would be asked to pay the power bills and the State would care for future maintenance. It is proposed to charge the installation cost to current State Construction Funds.

Your approval of the installation and financing and authorization for the Secretary to sign the necessary agreements on your behalf is recommended. This matter will be on the agenda for the May 16 meeting.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
L. E. George
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund

VPJ:sv jf

Bud George

7819

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 6, 1972

To: James H. Versteeg
Regional Engineer
O F F I C E

SUBJECT: Traffic Signal Warrant Investigation
Rogue Valley Highway - Jackson Co.
at West Valley View Road
ORE99 - Hwy. No. 63 - MP 14.23

Attached is a memo to file dated February 29, 1972, advising this office that State Senator Newbry had contacted Mr. L. E. George, Traffic Engineer, Salem, February 28, 1972, discussing the possible installation of a traffic signal at the subject intersection.

The subject location forms an acute cross type intersection. West Valley View Road connects ORE99 to I-5 to the east and recent new construction on the west has upgraded the connection to Talent. ORE99 is 44' in width and striped for four lanes without a median. There are gravel shoulders varying from 4 to 9 feet in width. There is a service station in the southwest quadrant, an abandoned service station in the northeast, a heavy equipment lot in the southeast and a laundromat in the northwest quadrant. The posted speed is 45 MPH. A flashing beacon was recently reinstalled after a period of absence due to the side street construction project. This flasher has all 12" lenses. The 1971 ADT on ORE99 in this vicinity was 5,900.

A 16 hour manual turning movement count factored to 24 hours taken at this intersection March 6 - 7, 1972, revealed that 8,855 vehicles entered this intersection. 1,511 or 17% entered from the side street. The left turns from ORE99 were relatively light being 326 and 212 from the south and north, respectively. The cross movements (across ORE99) are also light, being 383 east to west and 274 west to east. The other movements are as shown on the attached flow diagram.

There were 22 reported accidents at this location during the period January 1, 1967, to December 31, 1971. There were no fatalities, but 11 persons were injured. There were 8 angle, 8 turning, 5 rear-end and 1 backing type accidents. A fatal accident occurred February 21, 1972, after the normal period covered by the collision diagram. There were two persons killed and two injured. A southbound vehicle struck a westbound vehicle. The number of accidents would seem to be on the increase with 9 occurring in 1971.

James H. Versteeg
Regional Engineer

April 6, 1972

Attached is a warrant comparison data sheet showing that none of the standard warrants are met. Three accidents occurred during the last 12 months studied which were types considered preventable by signalization.

The 5 year composit accident listing for that 0.30 mile long section bracketing this intersection shows this area to be the 12th worst section in Region III and ranked 66th worst on the statewide highway system. 60% of the accidents occurring in this short section occurred at the intersection. An investigation conducted in November of 1971, revealed that the accident warrant (5 preventable types in 12 months) for signalization was met.

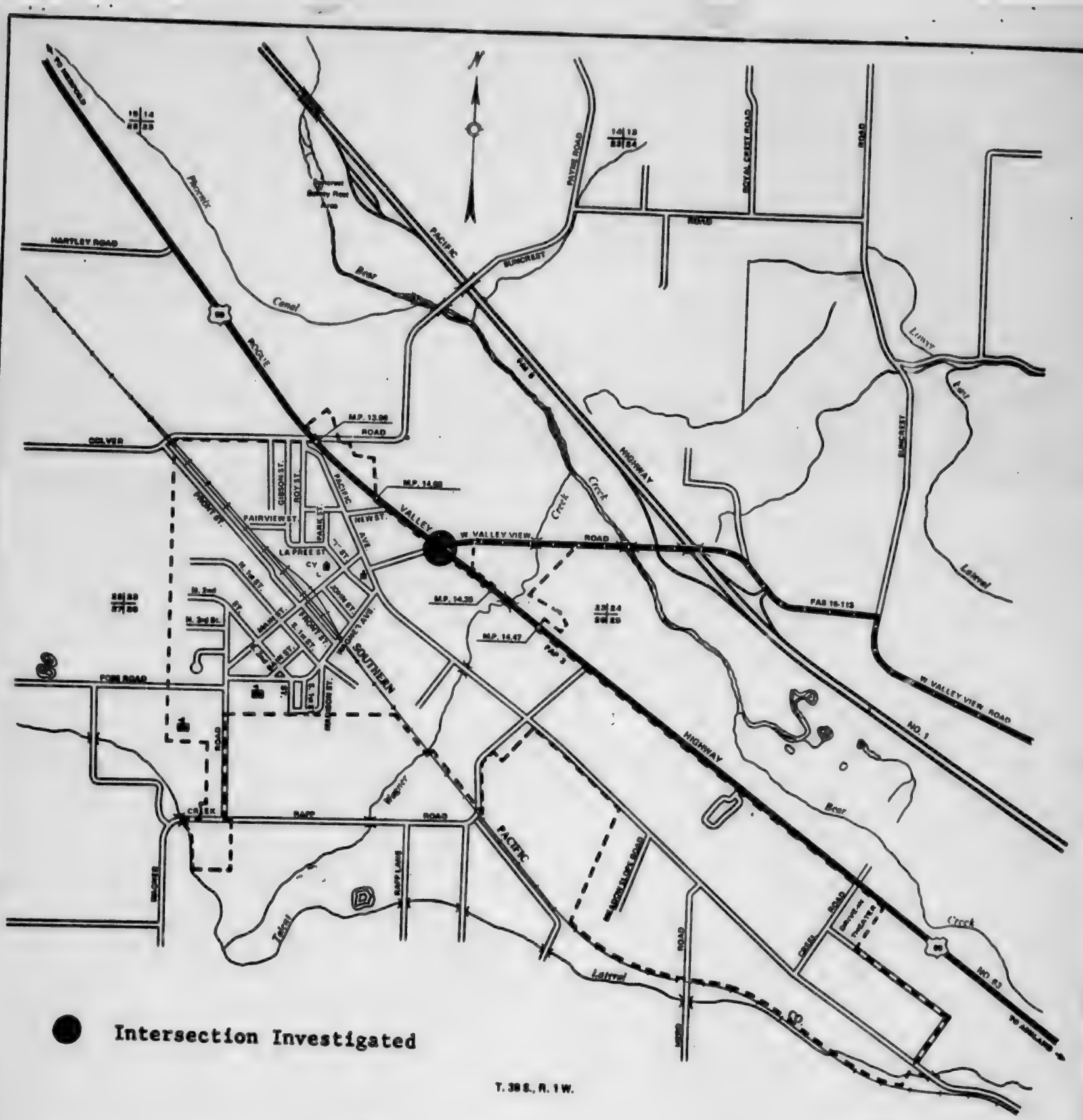
A standard two phase, fully actuated span wire mounted installation would cost $18,000 to $20,000 at this intersection. Based on the increased accident experience, the types of accidents occurring, the recent fatal accident being a preventable type, the 5 year composit rating of this section and the warrant being met in 1971; it is recommended that this intersection be signalized when funds become available.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC:cc
attach.
cc: L. E. George
George Thornton

APPROVED
By J. H. Versteeg
J. H. VERSTEEG
Region Engineer


PACIFIC
HARTLEY ROAD
Canal
ROGUE
COLVER
ROAD
M.P. 13.99
M.P. 14.08
PACIFIC
HIGHWAY
VALLEY
W VALLEY VIEW
ROAD
Creek
FAIRVIEW ST.
LA FREE ST.
NEW ST.
M.P. 14.30
M.P. 14.47
FAS 16-113
SOUTHERN
PACIFIC
FORK ROAD
BEAR CREEK ROAD
Bear
Creek
Talent
Latrel
ROAD
PAYNE ROAD
ROAD
ROAD
Creek
NO. 1
NO. 99
TO ASHLAND
Intersection Investigated
T. 38 S., R. 1 W.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
TALENT
JACKSON COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 1400
Scale in Feet
Revised Sept. 1970

OREGON STATE HIGHWAY DIVISION

REGION III - ROSEBURG

March 1972

Traffic Signal Warrant Comparison

LOCATION: Rogue Valley Highwat at West Valley View Road - ~~Talent~~ Jackson Co.

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	529	600
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	64	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	529	900
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach)	64	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	529	600
Average Hourly Ped. Vol. across Maj. St.-same 8 hours (Highest volume crosswalk)	1	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	3	5

REMARKS: _____

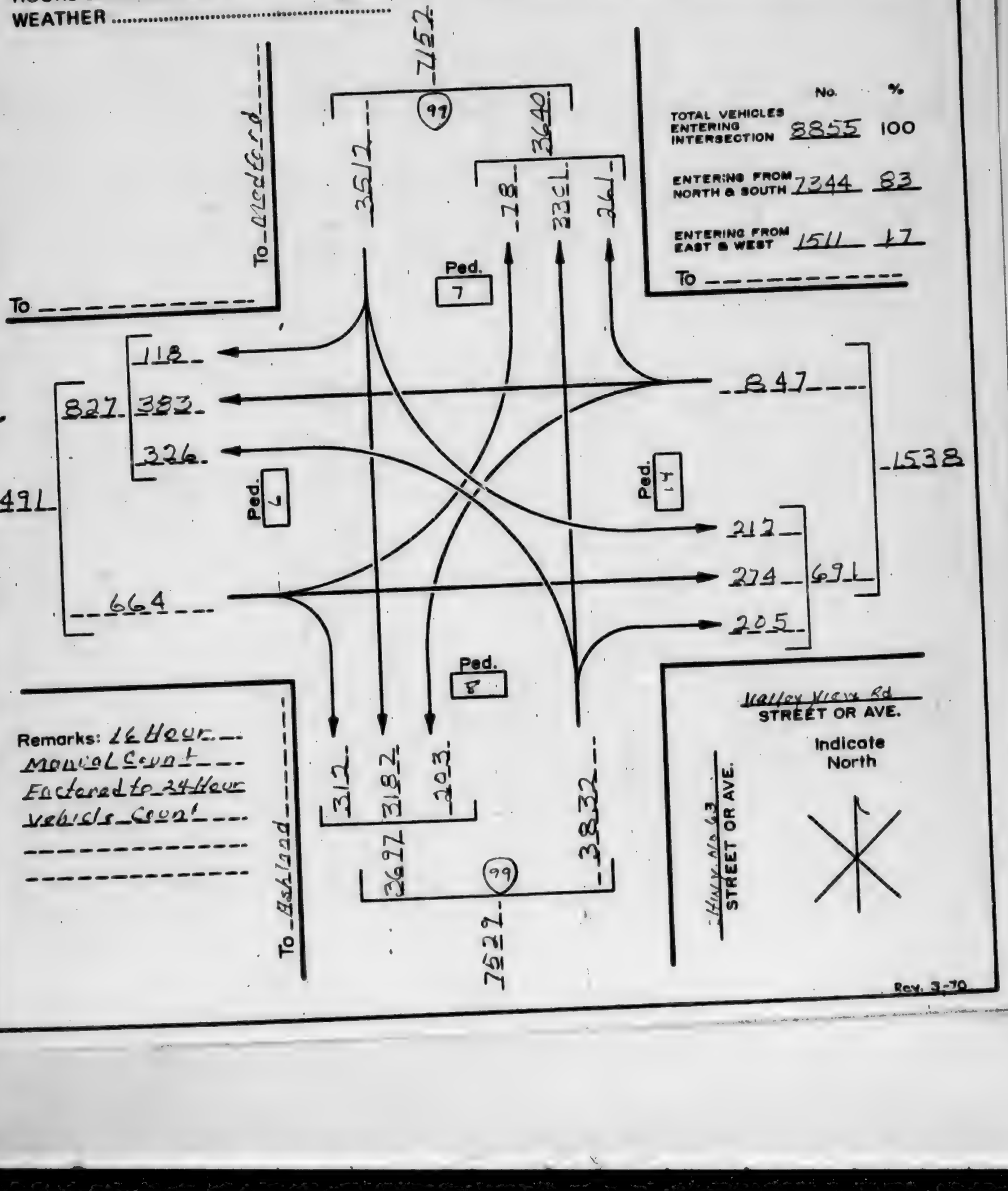
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE March 6 & 7, 1972
DAY OF WEEK Mon. & Tues.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00A - 10:00P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00A - 10:00P
WEATHER

CITY OR COUNTY Talent
INTERSECTION OF Rogue R. Valley
Hwy. No. 63 & Valley View Rd. (TRS 35-1W)

MILE POST 14.23 (Hwy. No. 63)
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8855	100
ENTERING FROM NORTH & SOUTH	7344	83
ENTERING FROM EAST & WEST	1511	17

To

Remarks: 16 Hour Manual Count
Factored to 24 Hour Vehicle Count

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date ..... March 6 & 7 1972

Day of week ..... Mon & Tue

Hours counted ..... 6:00 A - 10:00 P

Weather ..... Cloudy

Classification ..... All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL			
A.M.	6:00– 7:00	10	4	2	1	43	67	5	13		11	8	9	173	142	82	31
	7:00– 8:00	9	17	5	3	169	225	17	39	9	26	17	28	561	463	82	99
	8:00– 9:00	9	9	10	5	134	158	10	16	8	20	23	22	474	403	85	71
	9:00–10:00	9	7	5	6	172	163	9	16	10	12	15	12	436	373	86	63
	10:00–11:00	10	10	5	4	158	200	17	13	8	12	16	8	461	393	85	68
	11:00–12:00	10	14	11	6	169	217	18	13	11	11	19	25	524	443	85	81
P.M.	12:00– 1:00	9	18	8	5	223	207	24	10	14	9	23	23	573	479	84	94
	1:00– 2:00	19	20	7	5	206	277	33	20	14	6	18	32	657	547	83	110
	2:00– 3:00	13	15	4	7	235	258	20	12	10	13	23	24	637	547	86	90
	3:00– 4:00	22	23	10	5	236	280	18	12	17	19	20	17	679	584	86	95
	4:00– 5:00	23	28	7	9	297	326	42	27	15	14	42	28	799	634	79	165
	5:00– 6:00	34	23	12	6	303	332	42	17	26	12	13	24	764	607	79	157
	6:00– 7:00	7	17	10	4	178	210	20	11	16	7	16	11	469	375	80	94
	7:00– 8:00	4	17	1	2	137	170	35	5	10	5	13	12	351	269	77	82
	8:00– 9:00	4	3	4	1	91	93	9	4	5	3	5	12	230	200	87	30
	9:00–10:00	2	5	6	2	102	92	9	16	2	6	10	5	262	218	83	44
A.M.	10:00–11:00																
	11:00–12:00																
	12:00– 1:00																
	1:00– 2:00																
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00																
	5:00– 6:00																
	24-Hour total .	212	261	118	78	2182	2301	383	274	203	265	312	326	5855	7344	83	1511
	12-Hour total .	123	137	107	71	2013	2121	342	249	182	156	284	276	8050	6676	83	1374
	-Hour total .																
	Control . . .																
	Factor . . .																

Hwy No 63 ..... St. is North and South

Valley View Rd ..... St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Talent

Intersection Rogue Valley Hwy. No. 63 2
Valley View Rd. (Hwy. No. 63)

Mile Post 14.23 (Hwy. No. 63)

Classification

Classification All Vehicles

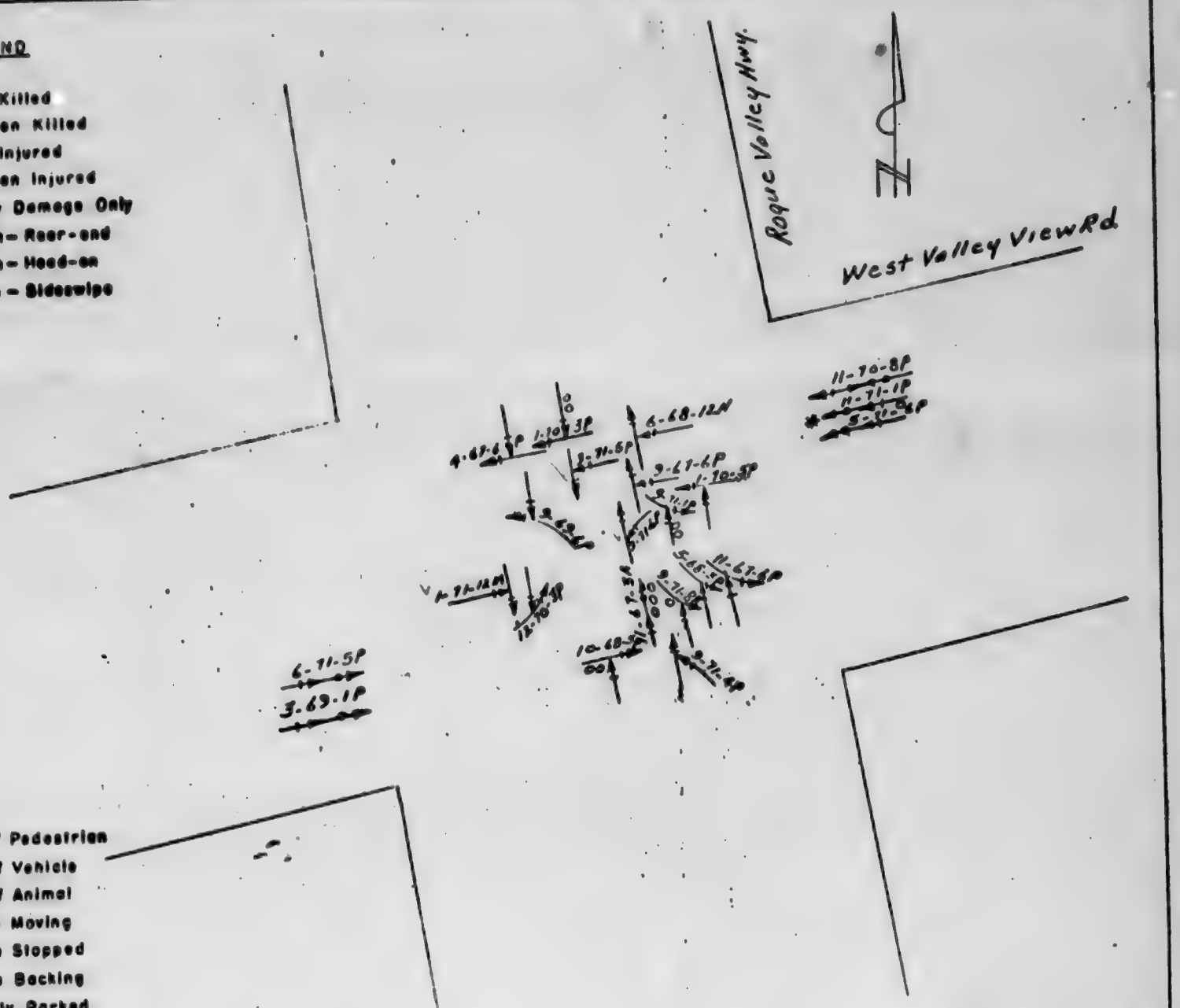
	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
	11	8	9	173	142	82	31	18
	26	17	28	561	462	82	99	18
	20	23	22	474	403	85	71	15
	12	15	12	436	373	86	63	14
	12	16	8	461	393	85	68	15
	11	19	25	524	443	85	81	15
	9	23	23	573	479	84	94	16
	6	18	32	657	547	83	110	17
	13	23	24	637	547	86	90	14
	19	20	17	679	584	86	95	14
	14	42	28	799	634	79	165	21
	12	13	24	764	607	79	157	21
	7	16	11	469	375	80	94	20
	5	13	13	351	269	77	82	23
	3	5	15	230	200	87	30	13
	6	10	5	262	218	83	44	17

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Talent County Jackson
Intersection of Rogue Valley Hwy. and West Valley View Rd
Highway Number 63 (US 99) M.P. 14.23
Period Covered 1-1-67 To 12-31-71
Compiled by BL Drawn by _____ Date 3-17-72

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



3 Months available for 1969

Feb. 21, 1972 fatal. angle coll.
2 Killed, 2 injured sed struck wbd.

Collision Type	1967-1968				1969				1970				1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	3	4						1	1	2			2	2		2	6	8
Head-on														1	2	3		2	3	5
Rear-end		1		1			1	1												
Sideswipe			2	2			1	1			1	1		2	2	4		2	6	8
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian											1	1							1	1
Bicycle																				
Misc.																				
TOTAL		2	5	7			2	2		1	3	4		3	6	9		6	16	22

Form E-261-6-70

RECEIVED
FOR FILING

7819

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

February 29, 1972
Salem, Oregon 97310

SUBJECT: Possible Traffic Signal
Valley View Rd. & Rogue Valley Hwy.
Talent

To: MEMO TO FILE

This letter is to indicate for the file that Senator Newbry contacted me on February 28 to discuss the possibility of installing a traffic signal at the intersection of Valley View Road and the Rogue Valley Highway in Talent.

During the conversation he also asked for an explanation of the traffic signal warrants we currently use. I explained to the Senator the data involved and also the use of the warrants.

I advised Senator Newbry that we would start a traffic signal study at this location immediately.

L. E. George
Traffic Engineer

LEG:njc

cc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
R. B. Sipprell
J. H. Versteeg

--Please have Glen Clark update the signal study as soon as possible and report to this office.

RECEIVED
FEB 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 1 - 1971

FOR FILING
7819

November 29, 1971

Honorable Granvil Brittsan
Mayor, City of Talent
Post Office Box 455
Talent, Oregon 97540

Dear Mayor Brittsan:

In response to your letter of October 22, a speed zone investigation was conducted on ORE99 in Talent and vicinity. The report of this investigation was presented to the State Speed Control Board, and you will be notified of the Board's action.

We also conducted an investigation of the need for traffic signals at the intersection of ORE99 and Valley View Road. It was found that traffic conditions at this intersection are extremely marginal for warranting installation of signals. Because of this and the shortage of funds for signal installations, it would not be possible for signals to be installed at the present time.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
L. E. George
C. T. Keasey

VPJ:lp ia

Form S-88 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 23, 1971

To: C. T. Keasey
Regional Engineer
O F F I C E

SUBJECT: Traffic Conditions
Rogue Valley Highway
Talent and Vicinity
ORE99 - Hwy. No. 63 - MP 13.76
to MP 14.29

Attached is a letter dated October 12, 1971, from Mr. Charles H. Roberts, Chief of Police, Talent, pointing out that he had investigated ten accidents at West Valley View Road during 1971 and requested that the Council request the Highway Division to install a traffic signal. He also requested a reduction in the posted speed from 50 to 40 MPH. A second letter attached dated October 22, 1971, from Mr. Granvil Brittsan, Talent Mayor, officially requests a signal and reduced indicated speed.

This office transmitted a report of speed zone reinvestigation to our Salem Office November 18, 1971. This report encompassed Talent and vicinity on ORE99 and recommended the reduction from 50 MPH to 45 MPH to both the State Speed Control Board and the Highway Commission. The State Speed Control Board will consider that portion inside the corporate limits Tuesday, November 23, 1971.

This acute cross type intersection has been constructed on a nearly level and tangent section of ORE99. The highway is 44 feet in width and is striped for four lanes without a median. The shoulders are graveled and vary from six to nine feet in width. A flashing beacon with 12" lenses exists flashing amber to ORE99 and flashing red to the side street. Service stations occupy the northeast and southwest quadrants, a used heavy equipment firm the southeast and a vacant building the northwest quadrant. The posted speed is 50 MPH. The culture in the section is moderate and suburban in nature. The 1970 ADT was 5,700 vehicles.

A 16 hour manual turning movement count factored to 24 hours taken November 8-9, 1971, revealed that 7,974 vehicles entered this intersection. 17% or 1,364 vehicles entered from the side street. 755 entered from the east which is a direct connection to Interstate 5. The direct crossings of ORE99 is light. The other movements are as shown on the attached flow diagram.

APPROVED:
REG. CONSTR. ENGR.
NOV 2 1 1971
TRAFFIC ENGINEER

80°88678.794

Attached is a signal warrant comparison data sheet indicating that only the accident experience warrant is met. You will note that all other standard warrants fall considerably below the minimum requirements.

Attached is a collision diagram indicating that 23 reported accidents occurred during the period January 1, 1966 to September 30, 1971. There were no fatalities, but 12 persons were injured. There were ten turning, nine angle, two rear-end, one non-collision, and one backing type accident. Only seven occurred during hours of darkness. Five of the turning type accidents involved left turns from ORE99. Five accidents considered preventable by signalization occurred during the last 12 months studied.

As you recall this intersection is next on the priority order indicated by our Salem office for left turn refuge construction. This project is not funded at the present time and will cost $40,000.00.

As a result of this investigation it has been recommended that the indicated speed in Talent and vicinity be reduced to 45 MPH. It is further recommended that due to the isolated location of this intersection, the relatively high vehicle speeds, the low standard volume warrants and the anticipated increase of accident experience which could result if signalized, that no signal be installed at this time. It is also suggested that the left turn refuge construction be budgeted for the next biennium. No other improvements are recommended at this time.

for GLEN L. CLARK
Regional Traffic Engineer

GLC:cc
attach.
cc: R. N. Bothman
V. B. Crandall
George Thornton

OREGON STATE HIGHWAY DIVISION

REGION III - ROSEBURG

November 1971

Traffic Signal Warrant Comparison

LOCATION: Rogue Valley Highway at West Valley View Road Talent

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	475	600
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	57	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	475	900
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach)	57	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	475	600
Average Hourly Ped. Vol. across Maj. St.-same 8 hours (Highest volume crosswalk)	0	15
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	5	5

REMARKS:

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

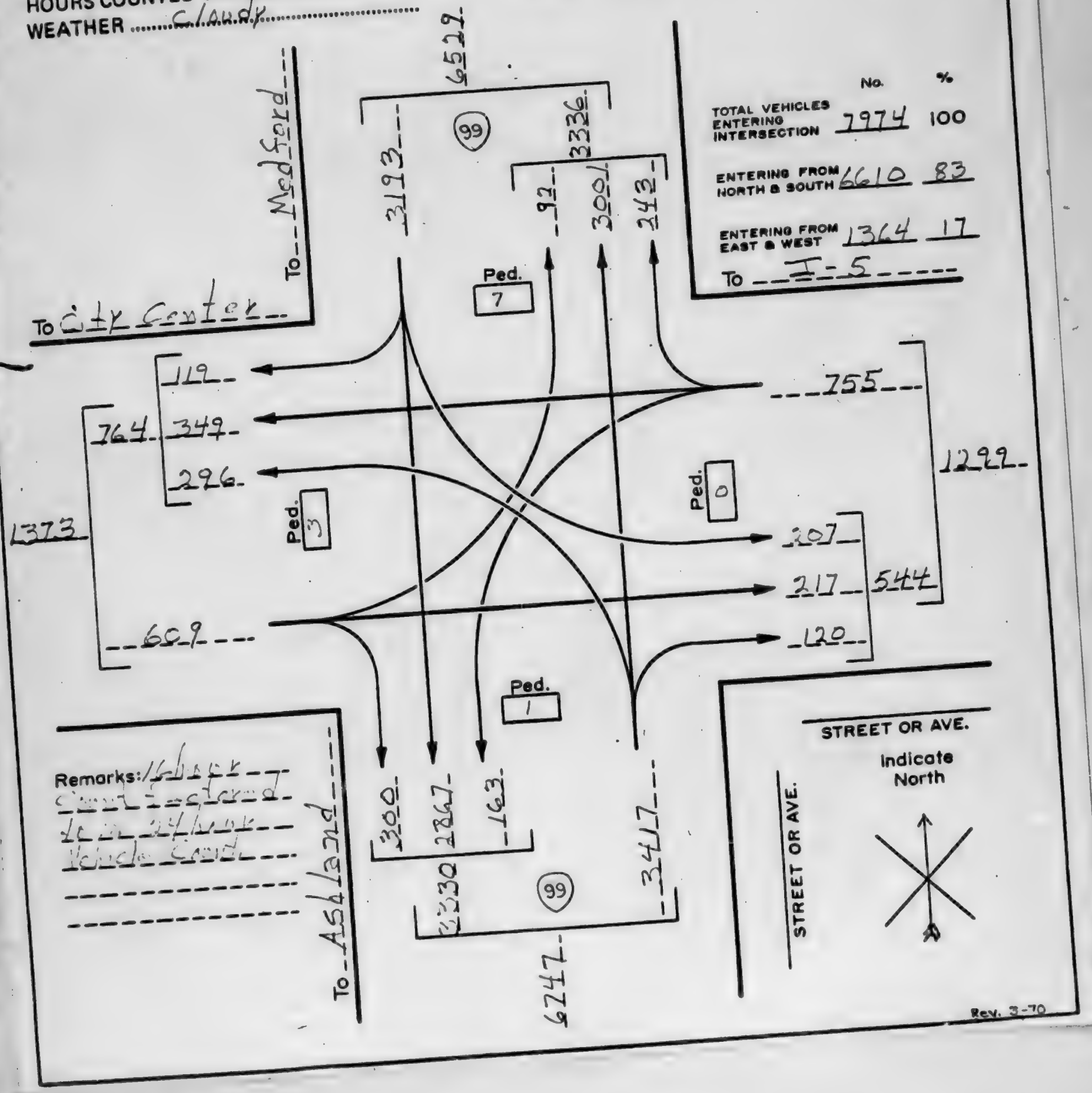
DATE November 2 1971
DAY OF WEEK Monday-Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Cloudy

CITY OR COUNTY Talent
INTERSECTION OF Rogue Valley Hwy 63.
& West Valley Road - FAS 15-113.

MILE POST 14.23
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7974	100
ENTERING FROM NORTH & SOUTH	6610	83
ENTERING FROM EAST & WEST	1364	17

To I-5



Remarks: Clear
Cloudy
Rain
Wet
Icy
Snow

Rev. 3-70

Rev. 5'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date November 8, 9, 1971
Day of week Monday Tuesday
Hours counted 6AM to 10PM
Weather Cloudy

Classification All Vehicles

Cit
Int
Mi
Cla

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00	13	3	3	1	40	53	7	20	2	4	5	2	152	114	75	38	25
	7:00- 8:00	10	15	1	7	216	261	15	24	13	23	18	17	620	528	85	92	15
	8:00- 9:00	9	17	8	11	174	154	16	14	8	4	14	12	441	361	82	80	18
	9:00-10:00	14	9	14	9	137	173	17	13	6	7	15	20	434	365	84	69	16
	10:00-11:00	12	24	10	6	146	177	15	11	7	5	21	18	457	373	82	84	18
	11:00-12:00	9	15	6	6	176	197	18	13	14	11	28	17	509	416	82	93	18
	12:00- 1:00	14	12	12	8	194	226	12	8	7	6	20	18	537	470	88	67	12
P.M.	1:00- 2:00	13	13	15	7	191	218	17	11	9	4	19	27	544	468	86	76	14
	2:00- 3:00	19	14	4	5	198	231	24	15	15	10	25	27	589	489	83	100	17
	3:00- 4:00	17	21	8	9	180	266	19	11	8	8	19	22	588	501	85	87	15
	4:00- 5:00	18	21	10	7	260	223	43	16	18	9	21	24	684	556	81	128	19
	5:00- 6:00	20	30	4	6	214	182	57	13	11	6	22	18	672	527	78	145	22
	6:00- 7:00	4	11	6	9	142	110	15	13	7	5	17	14	350	281	80	69	20
	7:00- 8:00	3	6	4	0	98	83	15	5	6	3	10	12	252	207	82	45	15
	8:00- 9:00	1	2	2	0	51	51	7	5	6	3	14	9	197	161	82	36	18
	9:00-10:00	2	6	1	1	79	93	10	6	3	3	5	12	223	192	86	31	14
A.M.	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total .	207	243	119	72	2867	3001	347	217	163	120	300	296	7974	6610	83	1364	17
	16-Hour total .	150	221	108	64	2606	2728	317	197	148	110	273	269	7249	6009	83	1240	17
	__-Hour total .																	
	Control . . .																	
	Factor . . .																	

Tabulat
Checked

Rogue Valley Hwy 63 St. is North and South

West Valley Road St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County TALENT

Intersection Rogue Valley Hwy #62 & West Valley Road - FAS 15-113

Mile Post 14.23

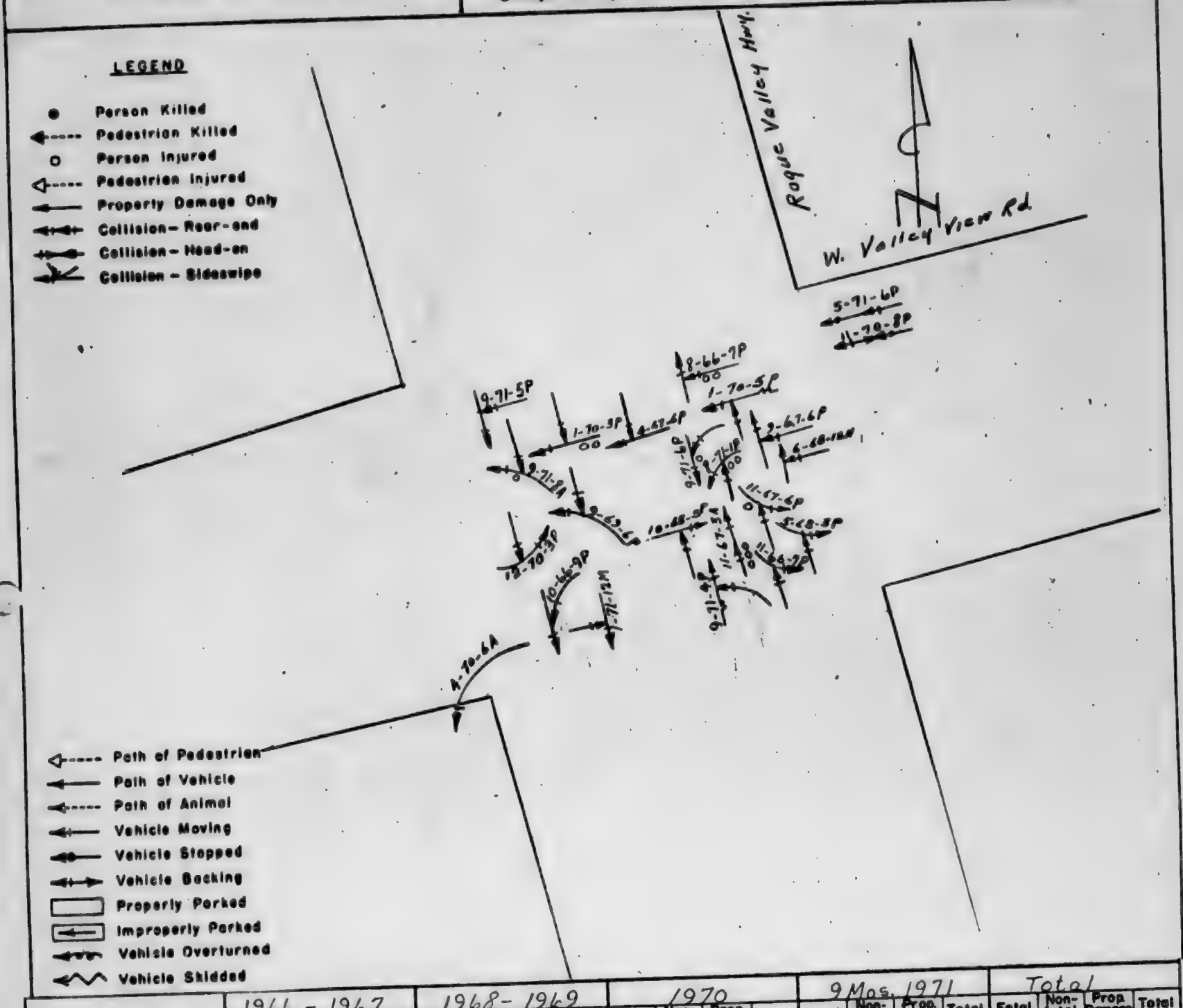
Classification

ation All Vehicles

West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
											Before / After School	Before / After School	Before / After School	Before / After School
5	2	152	114	75	38	25	55	12	26	59				
18	17	620	528	85	92	15	227	43	49	301				
14	12	441	361	82	80	18	191	41	39	170	3 1			
15	20	434	365	84	69	16	165	32	37	200			1	
21	18	457	373	82	84	18	173	46	38	200			1	
28	17	509	416	82	93	18	191	47	46	225	2			
20	18	537	470	88	67	12	220	31	26	250	1			
19	27	544	468	86	76	14	219	39	37	249			1	
25	27	589	489	83	100	17	221	55	46	268				
19	22	588	501	85	87	15	205	48	39	296				1
21	24	684	556	81	128	19	288	84	44	268				
22	18	672	527	78	145	22	318	104	41	209				
17	14	350	281	80	69	20	152	38	31	129				
10	12	252	207	82	45	18	105	30	15	102				
14	9	197	161	82	36	18	90	17	19	71				
5	12	223	192	86	31	14	82	19	12	110				

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Jackson
Intersection of Rogue Valley Hwy. and W. Valley View Rd.
Highway Number 63 (US99) M.P. 14.23
Period Covered 1-1-66 to 9-30-71
Compiled by BC MM Drawn by _____ Date 11-10-71



Collision Type	1966 - 1967				1968 - 1969				1970				9 Mos. 1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	2	3		1	1	2		1	1	2			2	2		3	6	9
Head-on															1	1		1	1	2
Rear-end		1		1																
Sideswipe							2	2			1	1		2	2	4		3	7	10
Turning Movement		1	2	3							1	1							1	1
Parking											1	1								
Non-collision																				
Fixed Object																			1	1
Pedestrian											1	1								
Backing																				
Misc.																				
TOTAL		3	4	7		1	3	4		1	4	5		2	5	7		7	16	23

Form E-261-6-70

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 3, 1971

Mr. Granvil Brittsan
Mayor of Talent
City Hall
P.O. Box 445
Talent, Oregon 97540

Dear Mr. Brittsan:

Your letter of October 22 cites an accident situation at the intersection of Highway No. 99 and Valley View Road and requests consideration of the following:

1. Reducing the designated speed on Highway No. 99 to 40 miles per hour.

2. Making the intersection of Highway No. 99 and Valley View Road a four-way traffic light.

Speed zoning within the corporate limits of a city is under the jurisdiction of the State Speed Control Board, and this particular item will be referred to that agency.

We will proceed with an investigation of the possibility of the need for a traffic signal at the subject location.

I will keep you apprised of the outcome at such time as I have a report at hand.

Very truly yours,

R. L. Porter
State Highway Engineer

ORIGINAL SIGNED BY
F. C. KLAHOE

By

F. B. Klahoe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
E. S. Hunter
L. E. George
F. B. Crandall

K Clark

C. T. Keasey: Please proceed with speed zone and signal investigation, report findings. This office will get accident collisio diagram to you.

City of Talent
CITY HALL
P. O. BOX 445
TALENT, OREGON — 97540

October 22, 1971

Oregon State Highway Department
State Capitol
Salem, Oregon

Gentlemen:

At the present time the designated speed on Highway No. 99 through the City of Talent is 50 mph. Records reveal that during the course of the past ten (10) months, there have been ten (10) serious accidents at the intersection of Highway No. 99 and Valley View Road.

The City Council and I feel that you should give serious consideration to the matter of taking the following steps so as to reduce the number of accidents at this intersection:

1. Reduce the designated speed on Highway No. 99 to 40 mph.

2. Make the intersection of Highway No. 99 and Valley View Road a four-way traffic light.

If you would take immediate action on this we would appreciate it.

Very truly yours,

Granvil Brittsan.
Mayor of Talent

Visited getting Rec'd.

Enc. Police Report
cc/ Police Chief Roberts

GB:vg

RECEIVED
OCT 28 1971
TRAFFIC E...

ARLES H. ROBERTS
f of Police

City of Talent

POLICE DEPARTMENT

TALENT, OREGON — 97540

October 12, 1971.

To the Mayor and City Council, City of Talent, Oregon.

The following accidents have been investigated at the Highway 99 & Valley View Rd., since January 1, 1971.

Ten accidents this year, three of which were this month. I would like to recommend to you the Council that a letter be written to the State Highway Department requesting a Four-way Traffic Light.

I would also recommend that the speed limit be cut down to 40 MPH. from Hwy. 99 & Colver Rd., to South City Limits on Hwy.,99.

Charles H. Roberts
Chief of Police.

7820 Ptld. St.-Campus Dr. (Klamath Falls) '72
Bikeway of Klamath F.-Malin Hwy.
(Grading & paving for bikeway)

7820

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 8, 1973

SUBJECT: Klamath Falls Bikeway Dedication

To: Mr. F. B. Klaboe
Administrator and State Highway
Engineer

Attached is a self-explanatory memo to the file over the signature of J. D. McClure re a dedication of the Klamath Falls bikeway.

I have checked with Regional Engineer Putnam and he indicates that there is no way to complete the survey and construct the extension of this bikeway to the OTI campus before the next construction season.

I give you this information so that you may discuss the dedication ceremony with Commissioner Veatch.

Victor D. Wolfe
Location Engineer

Attachment

VDW:mc

cc E. S. Hunter

Vic
Yes
discuss with John
Gunter
Fred

7820

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1973

SUBJECT: Klamath Falls Bikeway

To: MEMO TO FILES

NOTED
E. S. HUNTER

While attending the Medford Bikeway dedication on August 1, Robert Veatch, Commission Member, indicated he would like to have some type of dedication ceremony on the Klamath Falls Bikeway. He is not sure if it would be appropriate to dedicate now or wait until the extension to O.T.I. is completed.

At the present time the 1.2-mile section is complete and the 0.5-mile extension to O.T.I. is in the field location stage.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: E.S. Hunter
J.F. Putnam
Gary Sund

RECEIVED
AUG 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7820

5

July 17, 1973

Fegemalt Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

Contract No. 7820 awarded to Klamath Paving Co. for work on the Portland Street-Canyon Drive Bikeway in Klamath Falls on the Klamath Falls-Malin Highway in Klamath County was completed on May 25, 1973 and accepted by the Transportation Commission on July 11, 1973.

Final payment in th amount of $1,405.02 will be released to the contractor after July 22, 1973. The total contract amount is $28,100.41 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. J. Head, Manager
ADMINISTRATIVE SERVICES

td
cc Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
J. F. Putnam

NOTED ON CARD
7-17-73 J.D.

5

7820

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 11, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract 7820, Work Completed May 25, 1973

Project Portland St. Campus Dr. (Klamath Falls)Bikeway

Highway Klamath Falls-Malin, County Klamath

Type of Work Gradian and Paving

Contractor Klamath Paving Co.

Recommended Acceptance Date July 11, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7820

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
July 10, 1973

To: H. S. Cox
County/City Engineer
S A L E M

SUBJECT: Ordinance No. 5929
City of Klamath Falls
Portland Street-Campus Dr. Bikepath
#7820

FROM: J. F. Putnam
Regional Engineer

Herewith Ordinance No. 5929, as passed by the City of Klamath Falls for our Portland Street-Campus Drive Bikepath.

JFP:11

Enclosure

cc: V. D. Wolfe w/att.
J. L. Gunter

RECEIVED
JUL 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED

SECTION

McClure
cc Hunter for info

RECEIVED
JUL 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ORDINANCE NO. 5929

A GENERAL ORDINANCE ESTABLISHING FOOTPATHS AND BIKE ROUTES; ADOPTING PROVISIONS FOR SIGNING, POLICING, AND MAINTAINING SAME; AMENDING ORDINANCE NUMBER 5209 AND APPLICABLE SECTIONS OF THE CODE OF THE CITY OF KLAMATH FALLS, OREGON.

SECTION 1.

DEFINITIONS:

a. As used in this Ordinance the following words and phrases shall have the following meanings, except when the context clearly indicates a different meaning.

(1) Footpath...A sidewalk, lane, way or trail designed for the exclusive use of pedestrian and/or bicycle traffic.

(2) Bicycle Trail...A publicly owned and maintained footpath designated and signed for use as a "BIKE ROUTE" in accord with the provisions of ORS 483.040.

SECTION 2.

The City Council hereby declares that a "BIKE ROUTE" be established between Portland Street and Dahlia Street, approximately parallel to the east side of U.S. 97, as now constructed by the Oregon State Highway Commission.

SECTION 3.

Section 4 of Ordinance 5209 and the corresponding section 10-4 of article 1 of chapter 10 of the Code of the City of Klamath Falls, Oregon, is hereby amended to read as follows:

"No person shall ride or operate any bicycle on any sidewalk in the city unless the same shall have been designated as a "BIKE ROUTE."

SECTION 4.

Section 7 of Ordinance 5209 and the corresponding section 28-14 of article

a motor vehicle operated by or under the direction of a public authority."

SECTION 5.

EMERGENCY CLAUSE:

WHEREAS, the danger from traffic accidents that may cause injury or death to a person is great and will be greatly lessened by the control thereof this Ordinance will give said City, the Common Council deems the immediate enactment of this Ordinance is necessary for the protection of the public peace, health and safety of Klamath Falls; therefore an emergency is hereby declared to exist in the case of this Ordinance and the same shall be in full force and effect from and after its passage by a four-fifths aye and nay vote of the Common Council and its approval by the Mayor.

Passed by the Common Council of the City of Klamath Falls, Oregon, this 2nd day of July, 1973.

Presented to the Mayor and by him approved and signed this 2nd day of July, 1973.

H. A. Livingston
MAYOR Pro Tem

ATTEST: Rosie Keller
RECORDER

STATE OF OREGON,
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS.

I; Rosie Keller, Recorder for the City of Klamath Falls, Oregon, do hereby certify that the above and foregoing is a true copy of an Ordinance introduced and adopted by the Common Council of the City of Klamath Falls, Oregon, at a regular meeting held on the 2nd day of July, 1973, and thereafter approved and signed by the Mayor and attested by the Recorder.

Rosie Keller
RECORDER

7820

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Portland St.-Campus Dr. Bikeway (Klamath Falls)	SECTION: Portland St.-Campus Dr. (Klamath Falls) Bikeway	WEEK ENDING: June 2, 1973
		SECTION PREFIX: 18-1153(G-8)
	HIGHWAY: Klamath Falls-Malin	COUNTY: Klamath
	KIND OF WORK: Grading & Paving	
CONTRACTOR: Klamath Paving Co.	CONTRACT NUMBER: 7820	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 22, 1972	DATE WORK STARTED: October 23, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: - SUPERVISION: -	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 50	CALENDAR DAYS USED 47
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 94
PROJECT AUTHORIZATION: $33,992.51	ENGINEERING AUTHORIZATION $2,968.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $31,023.73	ENGINEERING COST TO DATE $3,284.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl. Engr. 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $29,050.41	PERCENT OF AUTHORIZATION 110.6 %	DATE PROJECT WAS COMPLETED: May 25, 1973
ESTIMATED PERCENT: OVERRUN / UNDERRUN 6.4 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
			100	100	100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			1.2	1.2			1.2
MILES PARTIALLY COMPLETED			-	-			-
MILES COMPLETED			1.2	1.2			1.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)			510 Hrs.	1,360 CY			700 T
TOTAL QUANTITIES CORRECTED TO DATE			518.75 Hrs	1,366.8 CY			658.42 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			518.75 Hrs	1,366.8 CY			658.42 T
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Clear Warm				
MONDAY	" "				
TUESDAY	" "				
WEDNESDAY	Cldy. Warm w/Thundrshowers PM				
THURSDAY	Clear Warm				
FRIDAY	" "				
SATURDAY	" "				

JUN 4 1973

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel completed semi-final & submitted it this week.

Mr. Putnam made final inspection of the project Wednesday.

This is the last weekly report for the project.

Const. (2)
Reg. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1972

1-7820

SUBJECT: Portland St-Campus Dr (Klamath Falls) Bikeway Section
Klamath Falls-Malin Highway
Klamath County

To:

Mr. J. F. Putnam
Region 4 Engineer
Bend, Oregon

Attached are two copies of the preliminary signing plan for the subject bikeway along with a letter from Mr. L.E. George estimating the cost. Please review the plan for adequacy.

We are trying to establish a uniform method of signing bikeways so if you note problems with the signing, please note suggested changes and return a copy of the revised plan to this office. If the plan is satisfactory proceed with preparation of a State Force Order.

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

JDM:jp
Enclos
cc: E.S. Hunter

RECEIVED
DEC 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1972
FOR FILING

7820

October 19, 1972

Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7820 for work on the Portland Street-Campus Drive Bikeway Section in the City of Klamath Falls on the Klamath Falls-Malin Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Argonaut Insurance Company
150 Middlefield Road
Menlo Park, California 94025

Ward Insurance Agency
149 12th Avenue West
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
E. J. Dunn

RECEIVED
SEP 26 1972

FOR FILING

7820

September 25, 1972

Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission on September 22, 1972, awarded to you State Highway Contract No. 7820 in the amount of $28,237.78 on the Portland Street-Campus Drive Bikeway in Klamath Falls on the Klamath Falls-Malin Highway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc C. T. Keasey
L. H. Young
Attn Vince Gallagher
Walt Hart
J. F. Putnam
E. J. Dunn

RECEIVED
SEP 20 1972

7820

COST ANALYSIS
PROJECTS BID SEPTEMBER 14, 1972

Job No.	Project & Percent of Engr. Est.		Remarks
5	Arlington, LaGrande, Lime	- 39.8	This project was bid in May at $148,145.
6	Rogue Valley Highway	+15.3	Traffic signals
7	Portland St. -Campus Drive Bikeway.	-29.5	The asphaltic concrete was bid $8.35 under the $20.00 estimate. With only 700 ton on this, the feeling was the price would be higher.
8	Silver Falls	+16.3	Parks project
15	Bonner Mountain Slide	+39.4	The project was bid high due to the short time limit in the Coast Range with completion yet this fall (60 calendar days). The price may be high with monies added for penalty payment. The low bidder also bid his 8"drain pipe $2.05 more than the other 2 bidders. The aggregate was also bid higher than other projects in this area that had a longer haul. County wanted job done this fall.

C. E. Layton
Cost Estimator

9-14-72
CEL:fw
cc: F. B. Klaboe
A. E. Johnson
L. H. Young
W. J. Hart
C. T. Keasey
John Bond
Cost Analysis

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
SEP 14 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

7820

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Bikeway Funding**
Portland St.-Campus Dr. Bikeway
Klamath Falls-Malin Highway

The survey has been completed on the Portland St.-Campus Drive Bikeway in Klamath Falls. This proposal, selected by State, City and Oregon Technical Institute officials, follows the east side of the Klamath Falls eastside bypass and will provide a facility between the Boy Scout Building (Portland St.) and Campus Drive near the OTI campus.

The location of this bikeway is contemplated to be used extensively by cycles. The length of this bikeway is 1.17 miles and is estimated to cost $55,000.

I recommend this project for an early letting and request your authority to construct with State construction funds.

This matter will be on the agenda for your consideration at the August 8th meeting.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. H. Young
V. D. Wolfe
H. S. Cox
V. E. Skoog
Gary Ross
Gary Sund
J. F. Putnam
BLG:js cg

RECEIVED
MAY 26 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 24, 1972

TO F. B. Klaboe
Deputy State Highway Engineer

7820

FROM Tom Edwards
State Highway Engineer

SUBJECT May 23 Letter From Chairman Jackson to Mr. Baldwin

Please note the attached from Chairman Jackson concerning items in the Klamath area.

Mr. Hunter will take care of the item in Paragraph 1.

Mr. Shaw will take care of items in Paragraphs 2 and 3.

Mr. Talbot will report on the item in Paragraph 4.

TE:ms
cc George M. Baldwin
L. P. Shaw
E. S. Hunter
Gary Sund
D. G. Talbot

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

7820

May 23, 1972

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

Mr. George Baldwin, Administrator
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear George:

I was in Klamath Falls yesterday and talked to Mayor Veatch about a couple of items I wish you would look into. The first one is the proposed bicycle lane from the ~~proposed~~ Boy Scout office along the by-pass to OTI. They want to develop a memorial bicycle pathway to be named after one of their prominent citizens.

They also suggested now that the Orendale draw section of 140 is complete that the sign on Highway 97 north of town directing traffic around the south end of the lake to the Lake of the Woods be removed, and a sign directing traffic to Keno interchange be substituted.

I also talked to Representative Howe who asked that we install suitable signs on state highways in the vicinity calling attention to the Klamath County Museum in Klamath Falls and that we also distribute information at our reception center on the Oregon line calling attention to the Museum.

Bill Walsh of Coos Bay was in this morning and wants the state to take a look at the Big Creek development adjacent to the Sunset Bay State Park. This development is in trouble and Bill would like to have us take a look as to the possibilities of acquiring all or a portion of the property. I am enclosing the brochure on the subject.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

Encl.

Noted
GEORGE M. BALDWIN

7821 Silver Falls State Park east of Salem (Facilities and Dam) 1972

7821

August 28, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7821 awarded to Rees Bros. Construction, Inc. for facilities and dam in Silver Falls State Park in Marion County was completed on June 15, 1973, and accepted by the Transportation Commission on August 22, 1973.

Final payment in the amount of $16,777.79 will be released to the contractor after September 2, 1973. The total contract amount is $309,397.89 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

wl
cc Rees Bros. Construction, Inc.
3901 Brooklake Road, N.
Salem, Oregon 97303
bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7821

August 23, 1973

TO Department of Transportation

FROM P. D. Klabon, Administrator &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7821, Work Completed June 15, 1973

Project Silver Falls State Park

Highway -, County Marion

Type of Work Facilities and Dam

Contractor Ross Bros. Construction Inc.

Recommended Acceptance Date August 22, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7821

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SILVER FALLS STATE PARK

WEEK ENDING: August 6, 1973

SECTION PREFIX: 24-3340

HIGHWAY: (State Park)

COUNTY: MARION

NAME OF JOB: SILVER FALLS STATE PARK

KIND OF WORK: Facilities and Dam

CONTRACTOR: Ross Bros. Construction, Inc.

CONTRACT NUMBER: 7821

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 22, 1972

DATE WORK STARTED: October 9, 1972

ESTIMATED COMPLETION DATE: June 15, 1973

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: SUPERVISION

WORK DAYS USED

SPECIFIED WORK DAYS

CALENDAR DAYS USED

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE: April 30, 1973

PERCENT OF TIME ELAPSED: 102%

PROJECT AUTHORIZATION: $330,786.67

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $304,556.89

ENGINEERING AUTHORIZATION: $26,229.78

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $304,556.89

ENGINEERING COST TO DATE: $23,500

DATE PROJECT WAS COMPLETED: June 15, 1973

ESTIMATED PERCENT OVERRUN / UNDERRUN: ____%

PERCENT OF AUTHORIZATION: 89.6%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK

Work Completed

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	DAM	TOILET BLDG #1	TOILET BLDG #2	BATHHOUSE	RECREATION BLDG	#1 SHELTER	#2 SHELTER	#3 SHELTER
PERCENT	100%	100%	100%	100%	100%	100%	100%	100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
August SUNDAY 5	Fair			
MONDAY 6	Partly Cloudy			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Kansey, Pease, Glenn, Berg, Johnson, Walker

RECEIVED
AUG 6 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

August SUNDAY 5	No activity.
MONDAY 6	The defective space heater was received today and installed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is a post Final Report. The defective heater was replaced by the factory. All contract items were completed June 15, 1973 except that one heater proved to be defective. The replacement heater was received Aug. 6, 1973 and installed.

SIGNED A. A. Gottfried LOCATION Salem

A. A. Gottfried

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

7821

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 6, 1973

TO Mr. C. O. Fredrickson
Region 2 Engineer

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Silver Falls State Park
Contract 7821
Narrative Report

I have just read the narrative report for the structures on the subject project as written by Art Gottfried, Resident Bridge Engineer, and find it very informative. He has pointed out some construction problems which we hope to minimize on future contracts.

I wish to express my appreciation for the content of the narrative reports submitted by the Resident Bridge Engineers in your region especially those pointing out construction problems which can be eliminated or minimized by a change in the plans or specifications.

The narrative reports are read by several people in the Bridge Section including the designer of the structure. All feedback received via these reports is considered and in many cases is used to improve future projects.

Please convey my appreciation to your Resident Bridge Engineers.

RWE/ag

CC E. S. Hunter
C. T. Keasey
L. L. Wallace

RECEIVED
AUG 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7821

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 31, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Silver Falls State Park
Contract No. 7821

Ross Bros. Construction, Inc., contractor on this project, has requested a seven-day extension of the contract time citing delays in furnishing State-furnished materials and delay in site preparation by State forces. A previous request based on a price agreement for completion of a recreation building and three picnic shelters which were started by the National Guard last year was concurred in at the Highway Commission meeting of May 29, 1973, and granted 39 days additional time. The project was completed June 15, 1973, with seven days liquidated damages accrued at $100 per day.

The State was to furnish all materials required on the price agreement work. Delay was encountered on electrical materials and changes to meet latest code requirements. Completion of the electrical work on the price agreement buildings was among the last work performed on the project. There was also some delay attributable to the State in preparing paving and walk areas ahead of the contractor.

I have granted an additional seven-day extension which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your concurrence at the August 14 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
Gary Sund
Bob Whipps

JAB:fw dpy

7821

July 31, 1973

Ross Bros. Construction, Inc.
3501 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for a time extension of seven days on Contract No. 7821 for work on the Silver Creek Falls State Park in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of seven days is granted which will delete all time liquidated damages on the project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Arthur Gottfried
V. L. Gallagher

fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7821 Contractor Ross Bros. Construction Inc.

Highway ---

Section Silver Falls State Park

Kind of Work Facilities and Dam

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend seven days for State caused delays in preparation of paving and walk areas ahead of contract work and for delays and changes in materials furnished by State on F. A. I.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7821
Project designation	State (State-Federal)
Date awarded	September 22, 1972
Work started	October 9, 1972
Per cent completed	100% June 15, 1973 (Date)
Time Allowed	June 8, 1973
Time Used	June 15, 1973
No. of Added Workdays Requested	7

SP 6296-734

B-330 (Rev.)—SM—8-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 22, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 7821, without the assessment of liquidated damages. The said contract is described as follows:

Facilities and Dam Silver Falls State Park; Marion County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1. Delays in furnishing, State furnished materials as covered in price agreement #1.

2. Delays in site preparations for curbs, walks and buildings. Throughout construction.

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Terry Guisinger

CONSENT OF SURETY

Date June 25, 1973

We, SAFECO INSURANCE CO. OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Frances Bradley

(SEAL)

Kenneth M. Potts
Resident Agent

Kenneth M. Potts

FOR... 6-36 (REV. 10-65)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1973

SUBJECT: Silver Falls Park
Contract No. 7821
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Ross Bros. Construction, Inc., contractor on the subject project, has requested a seven-day extension of the contract time. They cite delays in furnishing State furnished materials and delay in site preparations by State forces as justification. The project was completed June 15, 1973 with seven days liquidated damages at $100 per day.

This is a second request. The first extension was based on Price Agreement No. 1 which involved the labor for completing a recreation building and three picnic shelters which were started by the National Guard last year. A 39-day extension was granted on a time-money basis.

The State was to furnish all materials required on the P. A. No. 1 work. The State was unable to furnish the last of the electrical materials and authorized the contractor to secure it. Completion of the electrical work on the P.A. 1 buildings was among the last work performed on the project.

There was also some delay attributable to the State in preparing paving and walk areas ahead of the contractor.

These are difficult items on which to affix a specific amount of time due to concurrent work on a variety of items. However, in view of the State's involvement in the actual work items, the contractor's request seems reasonable.

We therefore recommend a seven-day extension which will eliminate all liquidated damages in the amount of $700. This is a State project. Rough draft letters to the Transportation Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY DIVISION

7821

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 15, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Silver Falls State Park
Contract No. 7821

Ross Bros. Construction, Inc., contractor on the subject project, has requested a 39-day extension of time citing work involved in a Price Agreement, delays in site preparation by State forces, and adverse weather conditions. The contract was awarded September 22, 1972 and had a specified completion date of April 30, 1973.

Price Agreement No. 1 covers completing the construction of a recreation building and three picnic shelters. This was anticipated as "extra work" under the contract to complete facilities started last summer by the National Guard. This Price Agreement amounted to 18.7 percent of the contract money amount. Prorating this against the contract time allowed would justify 39 days extension.

I have therefore granted a 39-day extension on the above basis. This will extend the completion date to June 8, 1973. Present estimated completion is May 31. Liquidated damages would accrue at $100 per day. This is a State project.

This matter will be on the agenda for your concurrence at the May 29 meeting.

cc: C. W. Head
A. E. Johnson
G. M. Baldwin
H. S. Coluter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
Gary Sund
V. L. Gallagher

JAB:fw dpy

May 15, 1973

7821

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.E.
Salem, Oregon 97303

Gentlemen:

Your request for a time extension of 39 days on Contract No. 7821 for work on the Silver Falls State Park Section in Marion County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 39 days is granted which should eliminate any time liquidated damages on the project. This extension is granted on the basis of Price Agreement No. 1 which added a significan amount of work to the project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
A. A. Gottfried
V. L. Gallagher

fw dpy

E-339 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of ~~Workdays~~ CALENDAR

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 26, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 211 days to 250 days, within which to complete our Contract No. 7821, without the assessment of liquidated damages. The said contract is described as follows: Silver Falls State Park, Construction of Facilities and Dam.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: After Price Agreement #1 took effect:

1. Extra work in price agreement #1 for the furnishing of labor for the construction of recreation building and picnic shelters $49,417.44
2. Delays in furnishing, State furnished materials for price agreement #1.
3. Delays in site preparations
4. Weather conditions.

Respectfully submitted,

Foss Bros. Construction Inc.
Contractor

By Terry Gwisenger

CONSENT OF SURETY

Date April 26, 1973

We, SAFECO INSURANCE CO. OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Frances Bradley
FOTTS-DAVIS & CO.
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of ~~Workdays~~ CALENDAR

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7821 Contractor Ross Bros. Construction Inc.

Highway --

Section Silver Falls State Park

Kind of Work Facilities and Dam

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

See attached letter.

Recommended for Approval:

Division Engineer

Construction Engineer or Project Engineer

State Highway Engineer

Contract No.	7821
Project designation	Silver Falls State Park (State-Federal)
Date awarded	Sept. 22, 1972
Work started	Oct. 9, 1972
Per cent completed	86% May 1, 1973 (Date)
No. of ~~Workdays~~ Calendar Allowed	211
No. of Workdays Used	211
No. of Added Workdays Requested	39

EP-[illegible]-TH

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 8, 1973

SUBJECT: Request for Time Extension
Silver Falls State Park
Contract No. 7821

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Ross Bros. Construction, Inc., has requested a 39-day extension of time based on work involved in a Price Agreement, delays in site preparation by State forces and adverse weather conditions. This extension would increase the number of calendar days from 211 to 250, changing the completion date from April 30, 1973 to June 8, 1973. The project is now 89 percent complete with an estimated completion by May 31. This contract covers quite a variety of work including a small dam, three buildings, area illumination, curbs and walks.

Price Agreement No. 1 involved completing the construction of a recreation building and three picnic shelters which were started last summer by the National Guard. Some funding was set up for this in the project authorization and it was set up as "extra work". Satisfactory prices were obtained on this price agreement basis. The amount of this Price Agreement is $49,417.44 or 18.7 percent of the contract amount of $264,442.00. Pro-rating this against the time would amount to 39 days. This in itself justifies the extension requested by the contractor and no additional time is recommended on the other reasons.

Therefore, a 39 calendar day extension is recommended. This is a State Project. Rough draft letters to the Commission and the contractor are attached.

JAB/KS:fw
Enc.
cc: V. L. Gallagher

RECEIVED
MAY 9 1973
Office of
Assistant State Highway Engineer

State

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name SILVER FALLS STATE PARK ✓ Date December 13, 1972

Highway ~~State Park~~ Contract No. 7821 ✓

County ~~Marion~~ ✓ Prefix 24-3340 ✓

Contractor Ross Bros. Construction, Inc. ✓ F. A. Project No. State ✓

Address 3501 Brooklake Road N. E., Salem, Oregon ✓ Price Agreement No. 1 ✓

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: #1. Complete the construction of one (1) Recreation Building. (Drawings #28206 thru #28213)

#2. Complete the construction of three (3) identical picnic shelters, all at the same stage of construction. (Drawings #28152 and #28153).

Locations by station numbers:

A Park site.

Names of pay items, estimated quantities and agreed prices:

#1.	Complete unfinished Recreation Building (Labor only)	$17,822.40 ✓
#2.	Complete three (3) unfinished Picnic Shelters (Labor Only)	31,595.04 ✓
	Total Labor	$49,417.44 ✓

(See attached sheets for breakdown)

Specifications, basis of measurement and other provisions:

Extra work specified in Section 104.4 (Extra Work) of the Special Provisions.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization	$ 330,786.67 ✓
Present estimate of project cost, including $ 49,417.44 ✓ for work under this order	$ 340,089.22
Expected ~~under-run~~ over-run (amount)	$ 9,302.55
Expected ~~under-run~~ over-run (per cent)	2.8%

Space to right of this line is for use of Salem Office

Submitted by: A A Dethman Resident Engineer

Approval Recommended: Fred Kemper Regional Engineer

Approval Recommended: Walter V. Wiest Construction Administration Engineer Bridge Administration Engineer

Signed G. G. Lundmark - Vice pres Contractor

Approved: Asst. State Hwy. Engr.

Copies: Eng. C.

(Rev. 10-69)

OREGON STATE HIGHWAY DIVISION | FINAL QUANTITY CALCULATIONS | CONTRACT NO. 7821

SHEET ____ OF ____ SHEETS

NAME OF JOB SILVER FALLS STATE PARK | BRIDGE NO. ____

MADE BY ____ 19__ CHECKED BY ____ 19__ BACKCHECKED BY ____ 19__

CONTRACT ITEM NO.	REFER DWG. NOS.: 28152 & 28153 FIELD BOOK NO. ____ PAGE ____	TOTALS
	PICNIC SHELTERS	
1.	Concrete Slab 3,225 S.F. @ 60.00	1,935.00
2.	Fire Pit Concrete Core 3 each @ 150.00	450.00
3	Counters & Built- In Appl. 3 each @ 240.00	720.00
4	Wood Railing & Posts 192 lin. ft. @ 4.00	768.00
5.	Diagonal Bracing 3 each(64 @ 1.50)=(96)	288.00
6.	Board & Batt Siding 6 each x (9x10)= 540 @ 1.80	972.00
7.	Angles on Cross Ties 92 only @ 0.60	55.20
8.	Remove Gusset Plate From End Rafters 12 only @ 3.00	36.00
9.	Fire Place Stack & Hood 3 each @ 150.00	450.00
10.	Plumbing (Dayton Plumb.) 3 each @ 510.00	1,530.00
11.	Electrical 3 each @ $300.00	900.00
12.	Stain all Wood & Paint Exterior Metal 3 each @ 675.00	2,025.00
13.	Stone Masonery Walls 3 each (840 S.F. ea. @ 6.00 = $5040 each)	15,120.00
	Stone Fire Pits 3 each @ $360.00 each	1,080.00
	Sub-total	26,329.20
	20% Mark up	5,265.84
	TOTAL #2. Three Shelters	31,595.04

Sheet Total

Form E-106X (Rev. 10-69)

OREGON STATE HIGHWAY DIVISION — FINAL QUANTITY CALCULATION

CONTRACT NO. 7221

SHEET ____ OF ____ SHEETS

NAME OF JOB SILVER FALLS STATE PARK — BRIDGE NO. ____

MADE BY ____ 19__ CHECKED BY ____ 19__ BACKCHECKED BY ____ 19__

REFER DWG. NOS.: 28206 thru 28213 — FIELD BOOK NO. ____ PAGE ____

CONTRACT ITEM NO.		TOTALS
	RECREATION BUILDING	
1.	Wall Framing Approx. 2250 B.F. 2 men 10 days	1,600.00
2.	Top Poles 16 only @ $5.00	80.00
3.	Window and Door Framing Approx. 1165 B.F. @ 0.60	699.00
4.	Aluminum Windows 14 only @ $10.00	140.00
5.	Aluminum Roofing and Flashing 2 men 5 days	800.00
6.	Plywood Siding Approx 6564 B.F. @ 0.25	1,641.00
7.	Glass, Glazing, & Doors 2 men 4 days	600.00
8.	Interior Wall Paneling Approx. 2648 S.F. @ 0.35	926.80
9.	Ceiling 1024 S.F. @ 0.40	409.60
10.	Stairways Approx. 532 B.F. @ 0.80	425.60
11.	Handrail Approx. 595 B.F. @ 0.60	357.00
12.	Concrete Forming	200.00
	Form Work 50 S.F. @ $3.00 = $150.00	
	Stripping Forms 100 S.F. @ 0.50 = 50.00	
13.	Concrete Work	220.00
	Re-Bar $70.00	
	Pour Concrete 90.00	
	Finish Conc. (400 S.F.) 60.00	
14.	Metal Chimney	300.00
15.	Counter	200.00
		Sheet Total

(Rev. 10-69)

OREGON STATE HIGHWAY DIVISION | FINAL QUANTITY CALCULATIONS | CONTRACT NO. 7821

SHEET _____ OF _____ SHEETS

NAME OF JOB SILVER FALLS STATE PARK BRIDGE NO. _____

MADE BY _____ 19__ CHECKED BY _____ 19__ BACKCHECKED BY _____ 19__

CONTRACT ITEM NO.	REFER DWG. NOS.: 28206 thru 28213 FIELD BOOK NO. _____ PAGE _____			TOTALS
	RECREATION BUILDING (continued)			
16.	Plastic Skylights	12 only @ $25.00		300.00
17	Toilet Stall	5 only @ $50.00		250.00
18.	Fire Balconys	144 S.F. @ $1.50		216.00
19.	Fire Pit			320.00
20.	Stain & Paint Interior & Exterior			1,667.00
21.	Electrical			1,115.00
	Complete Main Service	$200.00		
	Conduit	640.00		
	Fixtures & Fan	350.00		
	Fire Alarm System	250.00		
22.	Plumbing Work			2,085.00
	Sub-total	$14,852.00		
	20% mark up	2,970.40		
	TOTAL #1, RECREATION BUILDING			17,822.40

Sheet Total

FORM E-33 93M 10-61.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1972

To: Walt Hart
BRIDGE ENGINEER

SUBJECT: Section Silver Falls State Park
Highway State Park
Contract 7821
Prefix 24-3340

Attached for your approval please find 6 copies of PA #1 for the subject project. Work (has/~~has not~~) started, if started the date Oct. 23, 1972.

This work was anticipated on the contract, however the amount of this Price Agreement exceeds the amount authorized.

Price Agreement Total	$49,417.44
Amount Authorized	- 27,000.00
Contingencies	- 13,114.89
Amount of over-run	9,302.55

12-26-72
NOTED
R. J. WRIGHT
W.R.

A. A. Gottfried
Resident Engineer

~~Telephone~~ approval was/~~was not~~ received. If so, from whom and date, see DOC's and W. Richards attached December 4 & 5, 1972 transmittals. B.P.B. Representative ~~was~~/has not been contacted and his approval ~~was~~/has not been received as of State Project Date

REMARKS:
The unfinished picnic shelter price had been reduced as instructed by DOC and W. Richards. Also attached is the required checklist and three pages of price justifications.

RECEIVED
DEC 26 1972
BRIDGE DIVISION

Recommend for approval

NOTED

REGIONAL CONSTRUCTION ENGINEER

RECEIVED
OCT 10 1972

FOR FILING

7821

October 10, 1972

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7821 for facilities and dam in Silver Falls State Park in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn Vince Gallagher
J. B. Boyd
Don Beecroft
David Talbot

RECEIVED
SEP 2 1972

FOR FILING

7821

September 25, 1972

Rose Bros. Construction, Inc.
3301 Brooklake Road N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on September 22, 1972, awarded to you State Highway Contract No. 7821 in the amount of $264,442 for the Silver Falls State Park Project in Marion County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc C. T. Keaney
L. H. Young
Attn: Vince Gallagher
Walt Hart
J. B. Boyd
Don Trout
David Talbot
Don Bescroft

RECEIVED
JAN 21 1972
FOR FILING

FILE

7821

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1972

SUBJECT: Dam
Day Use area - Silver Creek

To: THE FILES

I discussed with Mr. Jones, of the State Engineer's office, the construction of a dam on the South Fork of Silver Creek.

He assured me, after checking the law, that as long as the dam was in the park and the impoundment used for recreation purposes they would, in all probability, approve the application.

Warren Gaskill, Assistant
State Parks Superintendent

WG:bt

cc: David Talbot
Larry Jacobson

RECEIVED
JAN 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

7822 Wash. St. Line-Judkins Pt. Sec. of Pac. Hwy. (M.P. 190.5-308.4) (Signing) 1972

STATE COPY 5

7822 1-21-74

cc: OSHD (H S Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	6 Counties	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO. I-5-4(73)193 I-5-5(57)250 I-5-6(76)295
1-21-74	P. V. Riedl, Area Engineer		
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED %	CONTRACT TIME
8-8-73	9-20-73	100	150 cal. days
APPROVED EXTENSIONS	LOCATION		
None	Interstate 5 from State line to south Eugene, MP 191 to 308.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JAN 28 1974

REGIONAL OFFICE

RECEIVED
STATE HWY ENGR
JAN 29 '74
REFER TO
Coulter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

WASHINGTON-OREGON STATE LINE TO JUDKINS POINT
INTERSTATE 5
Signing

The project is located starting from the Oregon-Washington state line to Judkins Point (located just south of Eugene, Oregon), a distance of 117.4 miles.

The work consisted of installing and/or moving type "B" "Wrong Way" and type "E" "Do Not Enter" signs. These signs are located at ramp terminals at the interchanges located between the mileposts listed above.

The Project was completed on August 8, 1973 with the contractor using 231.5 calendar days to complete the project. The original contract time was set up for 150 days. A time extension of 93 days has been approved and no liquidated damages assessed.

The final contract amount was $61,822.60 which is an underrun of 2%. The statement of overruns and underruns and a copy of the material certificate is attached to the Division office copy of this report.

1-29-74 cy Coult

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by P. V. RIEDL		SIGNATURE: Original signed by G. K. Hossner	
P. V. Riedl		G. K. Hossner	
TITLE: Area Engineer	DATE: 1-28-74	TITLE: Dist. Engineer	DATE: JAN 28 1974

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7822

January 7, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project Nos. EHS-I-5-4(73)193
EHS-I-5-5(57)250
EHS-I-5-6(76)295

SUBJECT Request Federal-aid Project Acceptance

Contract 7822, Work Completed August 8, 1973

Project Washington State Line - Judkins Point

Highway Pacific

Counties Multnomah, Washington, Clackamas, Marion, Linn, Lane

Acceptance: Transportation Commission September 20, 1973

Federal Highway Administration August 8, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

TO cc: Vern Skoog

BMW:pr

FROM

7822

September 25, 1973

St. Paul Fire & Marine Insurance Co.
700 N. E. Multnomah
Portland, Oregon 97232

Gentlemen

On September 21, 1973, we wrote to you concerning release of final payment on Contract No. 7822 awarded to Stillwell Construction Company for signing on the Washington State Line-Judkins Point Section of the Pacific Highway in Multnomah, Washington, Clackamas, Marion, Linn and Lane Counties.

Final payment on this contract is $500 and the total contract amount is $51,822.60. No work was performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks

cc Stillwell Construction Company
P. O. Box 186
Bellevue, Washington 98009

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn Dick Hacek
L. W. Rulien
C. O. Fredrickson
Alfred Shirley

7822 — 9-5-73 — STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Mult., Wash., Clack., Marion, Linn, and Lane	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-5-73	P. V. Riedl, Area Engineer	I-5-4(73)193 I-5-5(57)250 I-5-6(76)295

IN COMPANY WITH
Ed Payton, Resident Engineer, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

WASHINGTON-OREGON STATE LINE TO
JUDKINS POINT
INTERSTATE 5
Signing

SEP 13 1973
REGIONAL OFFICE

This is a final inspection on the subject project. The project was completed on August 8, 1973.

The contract was set up for 150 calendar days to complete the work. A price agreement was negotiated to change to Type "EE" signs (high-intensity reflective sheeting) instead of the Type "E" background called for in the plans. This was the major bid item and the revised signs were not available until April 18, 1973. As the project time was up on March 8, 1973, the contractor requested a time extension of 93 days which has been approved. No liquidated damages have been assessed.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
SEP 14 '73
REFER TO
FOR
Info | Inves | R/W | D/R | Sign | Rat | File

9-14-73
Copy

NOTED
H.S. COULTER

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7822 9-73

RECEIVED
SEP 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Resident Engineer's Narrative Report

Section: Washington State Line - Judkins Point

Contract: 7822

Prefix: 620-1058

Highway: Pacific

F.A. No.: EHS-I5-4(73)193
EHS-I5-5(57)250
EHS-I5-6(76)295

Contractor: Stillwell Construction Co.

This contract was for installation of new legend "DO NOT ENTER" signs on I-5 Freeway exit ramps, along with moving existing 42"x30" "WRONG WAY" signs and replacing smaller ones. Three type "B" "Food" signs were also installed under this contract.

The original contract specified type"E" "DO NOT ENTER" and "WRONG WAY" signs for the project. We were directed to negotiate a price agreement for substitution of high intensity type"EE" signs for the type"E" after the letting of the contract. This product was substantially more expensive to fabricate and as the material is more expensive, less available, and more delicate than type "E" sheeting. P.A. #1 for this substitution increased the contract amount by $10,347. The new signs also required additional fabrication time, so that the first of these signs were available for instal= lation some 41 days after expiration of the contract time.

The contract bid quantities for "WRONG WAY" signs were somewhat low due primarily to the fact that there was more existing signs smaller than the 42"x30" specified size than were anticipated. To aviod excessive overrun, Nyberg Rd. and Lower Boones Ferry Rd. interchanges were not completely signed with type "EE". These interchanges are to be signed on the S. Tigard-E. Portland Freeway Section, so that some overlap was elimin- ated and overrun of sign quantities was held to 5.6%.

The fragility of the high intensity sheeting and its somewhat precarious bond to the sign blank were sources of considerable concern to the contractor during handling and erection and the contractor opted, at his expense, to use bolts for mounting rather than risk wrinkling or tearing the sheeting with lag bolts. Even so, extreme care was necessary to minimize damage to the sheeting, and this of course was reflected in the 64% higher bid price for installation over type"E" signs.

NOTED 9-6-73
E. S. HUNTER
CC Swenson
Hunting
George

RECEIVED
SEP 7 1973
BRIDGE DEPT.

On a similar project on I-80N, considerable difficulty was encountered with the type "EE" signs furnished by another supplier; i.e. blistering of the sheeting at various times after fabrication. Signs furnished for the subject project never exhibited this defect.

What effect the Operating Engineer's strike had on this projectis unknown, as a Stop-Work Order was in effect while extra signs we requested were being fabricated.

The desirability of the high intensity type "EE" for highway signing seems doubtful from the standpoint of cost vs. service. The product appears to be much too fragile to have a service life comparable to the type "E" sign, as "EE" signs are very susceptible to damage from anything striking the sign face, which apparently happens quite frequently. Resistance to weathering is an unknown factor, but is somewhat suspect because of the less than tenacious bond to the sign blank. The higher reflectivity is effectively nullified by the presence of foreign matter such as dirt, bird droppings, etc., so regular cleaning is a necessity. All in all, the type "EE" signs for this project appear to be a questionable investment at this time.

C.E.Payton
Resident Bridge Engineer
by

J. K. Valentine

J. K. Valentine
Ass't. Res. Bridge Engr.

RECEIVED
JUN 9 1972
BRIDGE DIVISION

7822

August 23, 1973

Stillwell Construction Company
P. O. Box 186
Bellevue, WA 98009

Gentlemen:

We have reviewed your request for a 93-day extension of time on Contract No. 7822 for work on the Washington State Line-Judkins Point Section of the Pacific Highway in Multnomah, Clackamas, Marion, Linn and Lane Counties.

Careful consideration was given to the reason submitted. In light of the available facts and the provisions of the contract, a 93-day extension is granted which should allow sufficient time to complete the project without the assessment of liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
C. E. Payton
V. L. Gallagher

fw dpy

7822

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 23, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Washington State Line-Judkins Point Section
Contract No. 7822

Stillwell Construction Company, contractor on this project, has requested a 93-day extension of time, citing a change in material specifications. The contract was awarded September 22, 1972, and allotted 150 calendar days to complete the work, which forecast a completion date of March 8, 1973. The contract amount was $39,844 for installation and/or moving of Type "B" and "E" ("Wrong Way" and "Do Not Enter") signs.

Price Agreement No. 1 was negotiated with the contractor to change to high intensity reflective sheeting (Type "EE" signs) in lieu of the Type "E" background called for by the plans and specifications. This was the major bid item. This price agreement was approved in January, 1973, and added $10,347 to the contract. The revised signs were not available until April 18, 1973, which was 41 days after the originally anticipated completion date. The State also requested additional signing (18 signs) at the time of the final inspection. The project is currently under a stop work order awaiting delivery of these late added signs.

I have granted a 93-day extension of time. This extension should allow enough time to complete the project without the assessment of liquidated damages which would accrue at $50 per day. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the September 19 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Bob Whipps
Gary Sund

JAB:fw dpv

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7822 Contractor Stillwell Construction Co.

Highway Pacific

Section Washington State Line–Judkins Point

Kind of Work Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 93 days requested because of significant change made by Price Agreement No. 1.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

SP*0256-734

Contract No. 7822

Project designation EHS-I5-5(57)250
EHS-I5-4(73)193
EHS-I5-6(76)295
State Federal

Date awarded September 22, 1972

Work started March 29, 1973

Per cent completed 97% May 30, 1973
Date

No. of Calendar Workdays Allowed 150

No. of Calendar Workdays Used 235

No. of Added Calendar Workdays Requested 93

Revised (Rev.)- 5M 9 61

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 10, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 243 days, within which to complete our Contract No. 7822, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

PLEASE SEE ATTACHED

Respectfully submitted,

STILLWELL CONSTRUCTION CO.
Contractor

By J. K. Stillwell

CONSENT OF SURETY

Date May 10, 1973

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Darrell D. Thompson
Attorney-in-fact

Darrell D. Thompson (SEAL)

XXXXXXXXXX

Attachment to Form E-320 (Rev.)-5M-9-64

Our company was awarded the subject contract September 22, 1972. On September 26, 1972, a formal request was made by the State of Oregon to change the specifications from Type E signs to the new Type EE signs. Our fully executed contract was signed and dated on October 16, 1972. November 3, after difficulty in securing a firm bid price from our sign suppliers, we were able to submit to the Highway Department a price for the new Type EE signs. On December 13, a formal price agreement #1 was issued, but not confirmed. January 18, an approved copy of Price Agreement #1 was received. A formal order to proceed on the manufacturing of the Type EE signs was issued on the first notification by the engineer to proceed. The earliest delivery of the signs required three months from receipt of order and those signs were available for installation from our supplier approximately April 18. This delay was approximately two months longer than the one month lead time normally required for Scotchlite signs. The extension of time is required due to the change by the Highway Department from the original bid specification to the new Type EE signs which required many days, as you can see from our summary, to confirm and once confirmed, many days and additional delivery time for the new product. Our work was pursued diligently as these new materials became available. For the above reasons, we are requesting 93 additional calendar days to complete the job.

7822

FORM E-W (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Washington State Line-Judkins Point Signing Project	SECTION: Washington State Line-Judkins Point	WEEK ENDING: August 18, 1973
CONTRACTOR: Stillwell Construction Co.	HIGHWAY: Pacific	SECTION PREFIX: 620-1952
DATE OF CONTRACT: September 22, 1972	KIND OF WORK: Signing	COUNTY: Mult., Wash., Clack., Marion, Linn, Lane
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	CONTRACT NUMBER: 7822	FEDERAL AID PROJECT NUMBER: EHS-I-5-5(52)250 EHS-I-5-4(73)193 EHS-I-5-6(76)295
PROJECT AUTHORIZATION: $ 66,272.50	DATE WORK STARTED: March 29, 1973	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $ 61,388.20	SPECIFIED WORK DAYS:	WORK DAYS USED:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,822.60	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 231½
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 15.6%	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 154.3%
	ENGINEERING AUTHORIZATION: $ 4,884.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
	ENGINEERING COST TO DATE: $ 6,508.93	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88%
	PERCENT OF AUTHORIZATION: 133.3%	DATE PROJECT WAS COMPLETED: August 8, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Project Completed.
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

Routing: Keasey, Bond, Jackmond, Hardt, Johnsen, Walker, Pease, Glenn, Berg

RECEIVED
AUG 20 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity all week project completed.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project completed August 8, 1973.
This office will have the semi-final estimate submitted to Region 2 by August 22, 1973.

SIGNED C E Payton LOCATION Salem

C. E. Payton Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

7822

August 17, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project Nos.
EHS-I-5-4(73)193
EHS-I-5-5(57)250
EHS-I-5-6(76)295

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7822, Work Completed August 8, 1973

Project Washington State Line-Judkins Point

Highway Pacific

Counties Mult., Wash., Clack., Marion, Linn & Lane

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date August 8, 1973

NOTED
H.S. COULTER

for G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
SEP 6 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9-6-73
cy Constr.

7822

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 13, 1973

In reply refer to: 10-35-B3

EHS I-5-4(73)193
EHS I-5-5(57)250
EHS I-5-6(76)295

SUBJECT: Washington State Line to Judkins Point Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in the 93-day time extension as explained in Mr. Coulter's August 9, 1973 letter.

G. K. Hansen

G. L. Green

NOTED
A. E. JOHNSON

NOTED
H. S. COULTER

RECEIVED
AUG 16 19

Office of
Assistant State Highway Engineer

8-16-73
cys Constr.
Judkins
Livingston

RECEIVED
STATE HWY ENGR
AUG 15 '73
REFER TO
Coulter - 7AA
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7822

August 9, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Washington State Line-Judkins Point Section
Oregon Project Nos. EHS-I-5-4(73)193,
EHS-I-5-5(57)250, and EHS I-5-6(76)295
Contract No. 7822

The subject project was awarded September 22, 1972, and 150 calendar days were allotted to complete the work, forecasting a completion date of March 8, 1973. The contract, in the amount of $39,844, was for installation and/or moving Type "B" and "E" (Wrong Way and Do Not Enter) signs. The contract, approximately 97 percent complete as of August 6, is presently under a stop work order awaiting delivery of signing materials for additional signing requested by the State at the time of the final inspection.

The contractor, Stillwell Construction Company, has requested a 93-day extension to complete the contract without assessment of liquidated damages. The contractor cites a change in material specifications for failure to complete the project within the allotted time.

The State negotiated Price Agreement No. 1 with the contractor to change to Type "EE" signs (high-intensity reflective sheeting) instead of the Type "E" background called for by the plans and specifications. This was the major bid item. The contractor received an approved

copy of this agreement on January 18, 1973, or 118 days after the award date. The revised signs were not available until April 18, 1973, 41 days after the originally anticipated completion date, and more time is needed for furnishing new material. Price Agreement No. 1 was participating and added $10,347 to the contract. The State also requested 18 additional signs at the time of final inspection. The contract time is currently overrun by 85 days, and time is not being assessed until delivery of the additional signing. Approximately eight days will be needed for installation. Liquidated damages would accrue at $50 a day.

The 93 days requested appears to be reasonable. Your concurrence in this extension is requested.

JAB:fw

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

FORM E-90 (REV. 10-69)

OF&BC

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1973

SUBJECT: Request for Time Extension
Washington State Line-Judkins Point Section
Contract No. 7822
FAP EHS-I-5-4(73)193
EHS-I-5-5(57)250
EHS-I-5-6(76)295

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

The subject project was awarded September 22, 1972 and allotted 150 calendar days to complete the work which forecast a completion date of March 8, 1973. Contract amount was $39,844 for installation and/or moving of Type "B" and "E" ("Wrong Way" and "Do Not Enter") signs. The contract work is approximately 97 percent complete as of August 6 and is presently under a "stop work order" awaiting the delivery of additional signing materials. This additional signing was requested by the State at the time of the final inspection.

The contractor, Stillwell Construction Company, has requested a 93-day extension of time to complete the contract without assessment of liquidated damages. The contractor cites a change in material specifications as the reason for his failure to complete this signing project within the time allotted.

The State negotiated a price agreement (No. 1) with the contractor whereby high intensity reflective sheeting (Type "EE" signs) would be supplied in lieu of the Type "E" background called for by the plans and specifications. This was the major bid item. The contractor received an approved copy of this agreement on January 18, 1973, or 118 days after the award date. The revised signs were not available until April 18, 1973 which was 41 days after the originally anticipated completion date. More time is required for furnishing this new material. This is only the second project we have used it on.

As noted above, the State requested additional signing (18 signs) at the time of the final inspection. The contract time is currently overrun by 85 days and no time is being assessed until delivery of this additional signing. It is anticipated that eight additional days will be sufficient for installation. Liquidated damages would accrue at $50 per day.

It is apparent that the 93 days requested is reasonable. This is an Interstate project. Rough draft letters to FHWA, the Commission and contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

7822

6-7-73

FORM PR-33A (REV. 3-68)

OSHD (Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

ch

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	~~Mult., Wash, Clack.,~~ Marion, Linn & Lane	Oregon

Date of Inspection	Inspection Made By	Project No.
6/7/73	P. V. Riedl, Area Engineer	I-5-4(73)193 I-5

In Company With
Cerry Wimer, Reg. Consat. Engr; Ed Payton Res. Engr.

Location
Interstate 5 from State line (Oregon-Washington) to south Eugene MP 191.0 to 308.41

Contractor Name and Address
Stillwell Constr. Co., 1330 SE 30th, Bellevue, Washington

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
9/22/72	$39,844.00	150 days	10/10/72	3/29/73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	152 %	74%

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Signs	Y002				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

WASHINGTON-OREGON STATE LINE TO JUDKINS POINT
Interstate 5
Signing

The project is located starting from the Oregon-Washington state line to Judkins Point (located just south of Eugene, Oregon) a distance of 117.4 miles.

The work consists of installing and/or moving type "B" "Wrong Way" and type "E" "Do not Enter" signs. These signs will be located at ramp terminals at the interchanges located between the mile posts listed above.

Completed Work

The contractor has placed posts and signs in approximately 75% of the locations specified.

Work in Progress

None

6-14-73 Orig. to Constr. cy Young

RECEIVED
JUN 14 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

(more)

Info	FOR	REFER TO	RECEIVED STATE HWY ENGR
V.C.			
P.D.			JUN 13 '73
D/R			
Sign			
Act			
File			

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Comments

The contract was awarded in September of last year. On September 18, 1972 the State set up a revision requiring that a high intensity reflective sheeting be used in lieu of the type "E" background called for on the plans and specs.

Negotiations continued and on December 13, 1972 the State entered into a price agreement with the contractor to delete the type "E" "Wrong Way" and "Do not Enter" signs and substitute type "EE" signs. This change increased the project cost by $10,347.20. The contractor ordered signs at that time and on March 29 he started placement of sign posts with signs being installed later.

The present status is that all the steel sign support footings have been poured, type "B" signs erected, all wood sign posts installed, approximately 80% of type "EE" signs installed, 75% of type "E" signs moved and approximately 75% of old sign installations removed.

The materials incorporated met the pertinent specifications.

The contractor has requested an extension of time due to the change in signs. This is presently being reviewed.

The EEO requirements have been met and posters have been displayed.

An extra work order is being prepared to add a few "EE" signs not shown on the plans.

7.22

STATE COPY

5

MONTHLY TRANSACTION NUMBER 3-52	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas, Marion and Washington
MODIFICATION NUMBER 1	(PPM 21-7) 3-22-72	PROJECT NUMBER I-5-5(57)250 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 18,955	$ 23,274
Federal Funds	$ 17,489	$ 21,474
Other revisions		

This modification is made for the following reasons:

Change in bid item.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of March, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Victor D. Moeller
for E S Hunter
Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By C R Burghardt
Acting (Division Engineer)
for Vernon V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915.669

Oregon State Highway Division

Federal-aid Project
No. I-5-5(57)250 Safety

BATTLE CR. INTERCHANGE-N. TIGARD INTERCHANGE SECTION

PACIFIC HIGHWAY IN MARION, CLACKAMAS AND WASHINGTON COUNTIES

Salem, Oregon, March 14, 1973

Revised Project Agreement Estimate.

Type Code Y002
Signing (MP 250 to MP 295)

Temporary Protection and Direction of Traffic	All Required (30%)			$ 390.00
Removal of Existing Sign	All Required (35%)			875.00
Installation	All Required (34%)			4,114.00
Painted Wood Sign Posts	All Required (24%)			240.00
Sign Support Footings	All Required			500.00
Single Sign Support	17 only		18.00	306.00
Special Sign Brackets	96 sq.ft.		9.00	864.00
Type "B" Signs in Place	--- sq.ft.		4.50	---
Type "E" Signs in Place	All Required (26%)			520.00
Moving Type "E" Signs	1,354 sq.ft.		7.40	10,019.60
PA No. 1 Type "EE" Signs in Place				$17,828.60
Flagging (60% of Contractor's Cost)	All Required (37%)			3,330.00
	Subtotal			$21,158.60
	10% Engr. & Cont.			2,115.40
	Total			$23,274.00

Length of Roadway - - - 0.00 mile

Federal Funds - - -

47222

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-26	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY Clackamas, Marion, Washington
5	10-17-72	PROJECT NO. I-5-5(57)250 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Battle Creek Interchange - N. Tigard Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-9-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 18,955.00	$ 17,489.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By R E Johnson

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green (Division Engineer)
Acting
G. L. Green

Date executed by Division Engineer OCT 17 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. I-5-5(57)250 Safety

BATTLE CREEK INTERCHANGE - N. TIGARD INTERCHANGE SECTION

PACIFIC HIGHWAY IN MARION, CLACKAMAS AND WASHINGTON COUNTIES

Salem, Oregon, October 10, 1972

Project Agreement Estimate.

Type Code Y002
Signing (MP 250 to MP 295)

Temporary Protection and Direction of Traffic	All Required (30%)		$	390.00
Removal of Existing Sign Installation	All Required (35%)			875.00
Painted Wood Sign Posts	All Required (34%)			4,114.00
Sign Support Footings	All Required (24%)			240.00
Single Sign Support	All Required			500.00
Special Sign Brackets	17 Only	18.00		306.00
Type "B" Signs in Place	96 sq. ft.	9.00		864.00
Type "E" Signs in Place	1,354 sq. ft.	4.50		6,093.00
Moving Type "E" Signs	All Required (26%)			520.00
			$	13,902.00
Flagging (60% of Contractor's Cost)	All Required (37%)		$	3,330.00
	Subtotal		$	17,232.00
	10% Engr. & Cont.			1,723.00
	Total		$	18,955.00

Length of Roadway - - - 0.00 mile

Federal Funds -	$	17,489.00
State Funds -		1,466.00
Total	$	18,955.00

Group 2 - 37%

Contract No. 7822

Prefix: 620-1058

7822

STATE COPY

MONTHLY TRANSACTION NUMBER: 3-30	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
PROJECT REPORT NUMBER: 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 3-22-73
MODIFICATION NUMBER: 1	STATE: Oregon COUNTY: Lane, Linn and Marion PROJECT NUMBER: I-5-4(73)193 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 19,506	$ 23,334
Federal Funds	$ 17,998	$ 21,530
Other revisions		

This modification is made for the following reasons:

Change in bid item.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of March, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Victor D. Moeller
for E.S. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By C.R. Bernhardt
Acting (Division Engineer)
for Vernon V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. I-5-4(73)193 Safety

JUDKINS POINT-BATTLE CREEK INTERCHANGE SECTION

PACIFIC HIGHWAY IN LANE, LINN AND MARION COUNTIES

Salem, Oregon, March 14, 1973

Revised Project Agreement Estimate.

Type Code Y002
Signing (MP 193 to MP 250)

Temporary Protection and Direction of Traffic	All Required (20%)		$ 260.00
Removal of Existing Sign	All Required (34%)		850.00
Installation	All Required (35%)		4,235.00
Painted Wood Sign Posts	All Required (76%)		760.00
Sign Support Footings	All Required (100%)		1,400.00
Breakaway Sign Posts	21 only	18.00	378.00
Special Sign Brackets	120 sq.ft.	9.00	1,080.00
Type "B" Signs in Place	--- sq.ft.	4.50	---
Type "E" Signs in Place	All Required (38%)		760.00
Moving Type "E" Signs			
P.A. No. 1 Type "EE" Signs in Place	1,200 sq.ft.	7.40	8,880.00
			$18,603.00
Flagging (60% of Contractor's Cost)	All Required (29%)		2,610.00
	Subtotal		$21,213.00
	10% Engr. & Cont.		2,121.00
	Total		$23,334.00

Length of Roadway - - - 0.00 Mile

Federal Funds - - -

7822 : STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-25		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Lane, Linn, Marion
	10-17-72	PROJECT NO. I-5-4(73)193 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Judkins Point - Battle Creek Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-9-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 19,506.00	$ 17,998.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
Acting
G. L. Green
(Division Engineer)

Date executed by Division Engineer OCT 17 1972

Oregon State Highway Division

Federal-Aid
Project No. I-5-4(73)193 Safety

JUDKINS POINT - BATTLE CREEK INTERCHANGE SECTION

PACIFIC HIGHWAY IN LANE, LINN AND MARION COUNTIES

Salem, Oregon, October 10, 1972

Project Agreement Estimate

Type Code Y002
Signing (MP 193 to MP 250)

Temporary Protection and Direction of Traffic	All Required (20%)		$ 260.00
Removal of Existing Sign Installation	All Required (34%)		850.00
Painted Wood Sign Posts	All Required (35%)		4,235.00
Sign Support Footings	All Required (76%)		760.00
Breakaway Sign Posts	All Required (100%)		1,400.00
Special Sign Brackets	21 Only	18.00	378.00
Type "B" Signs in Place	120 sq. ft.	9.00	1,080.00
Type "E" Signs in Place	1,200 sq. ft.	4.50	5,400.00
Moving Type "E" Signs	All Required (38%)		760.00
			$ 15,123.00
Flagging (60% of Contractor's Cost)	All Required (29%)		$ 2,610.00
	Subtotal		$ 17,733.00
	10% Engr. & Cont.		1,773.00
	Total		$ 19,506.00

Length of Roadway - - - 0.00 mile

Federal Funds - - -

7822

STATE COPY

5

MONTHLY TRANSACTION NUMBER: 3-39	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 4	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Multnomah
MODIFICATION NUMBER: 1	(PPM 21-3) 3-19-73	PROJECT NUMBER: I-5-6(76)295 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,266	$ 18,501
Federal Funds	$ 14,085	$ 17,070
Other revisions		

This modification is made for the following reasons:

Change in bid item.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of March, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Victor D. Wolfe
for E.S. Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By C.R. Burglandt
Acting (Division Engineer)
for Vernon V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. I-5-6(76)295 Safety

N. TIGARD INTERCHANGE-WASHINGTON STATE LINE SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, March 14, 1973

Revised Project Agreement Estimate.

Type Code Y002
Signing (MP 295 to MP 308)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 650.00
Removal of Existing Sign Installation	All Required (31%)		775.00
Painted Wood Sign Posts	All Required (31%)		3,751.00
Special Sign Brackets	20 only	18.00	360.00
Type "E" Signs in Place	--- sq.ft.	4.50	---
Moving Type "E" Signs	All Required (36%)		720.00
PA No. 1 Type "EE" Signs in Place	1,014 sq.ft.	7.40	7,503.60
			$13,759.60
Flagging (60% of Contractor's Cost)	All Required (34%)		3,060.00
	Subtotal		$16,819.60
	10% Engr. & Cont.		1,681.40
	Total		$18,501.00

Length of Project - - - 0.00 Mile

Federal Funds - - -

STATE COPY

Form Approved; O.M.B. No. 04-R2089

H 7822

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-27	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 3	10-17-72	COUNTY [illegible]
		PROJECT NO. I-5-6(76)295 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Tigard Interchange - Washington State Line Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	8-9-72	0.00
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,266.00	$ 14,085.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Department)

By A. E. Johnson
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 17 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. I-5-6(76)295 Safety

N. TIGARD INTERCHANGE - WASHINGTON STATE LINE SECTION

PACIFIC HIGHWAY IN ~~WASHINGTON~~ Multnomah COUNTY

Salem, Oregon, October 11, 1972

Project Agreement Estimate.

Type Code Y002
Signing (MP 295 to MP308)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 650.00
Removal of Existing Sign Installation	All Required (31%)		775.00
Painted Wood Sign Posts	All Required (31%)		3,751.00
Special Sign Brackets	20 Only	18.00	360.00
Type "E" Signs in Place	1,014 sq. ft.	4.50	4,563.00
Moving Type "E" Signs	All Required (36%)		720.00
			$ 10,819.00
Flagging (60% of Contractor's Cost)	All Required (34%)		$ 3,060.00
	Subtotal		$ 13,879.00
	10% Eng. & Cont.		1,387.00
	Total		$ 15,266.00

Length of Project - - - 0.00 mile

Federal Funds - - -

7822

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 18, 1973

To Oregon State Highway Commission

ORIGINAL SIGNED BY
F. B. KLABOE

From F. B. Klaboe
State Highway Engineer

Subject Overrun of Project Authorization
Washington State Line-Judkins Point Section
Contract 7822

4a-4

An overrun in the project authorization for the subject project is apparent. The original authorization was $55,926.38 and the final cost is estimated to be $67,773.92, an increase of 21.2 percent. The overrun was caused by the substitution of Type "EE" high intensity signs for the Type "E" signs originally specified.

As work on the project has not yet commenced, it is too early to make an accurate estimate of contingency and engineering funds needed. These amounts are, therefore, being estimated by using the same percentages as were used to establish the original authorized amounts. Federal Highway Administration approved the expenditure with Interstate funds.

This matter will appear on the agenda for consideration at the January 23 meeting and I recommend that you approve the increase.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
W. J. Hart
V. L. Gallagher
Gary Ross
J. B. Boyd
Gary Sund

WBR/ag dpy

67,773.92
55,926.38
11,847.54

NOTED
C. W. HEAD

7822 12-13-72 5

Form E-373 (Rev. 10/66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Washington State Line-Judkins Point Date December 13, 1972

Highway Pacific Contract No. 7822

County Mult., Wash., Clack., Marion, Linn, Lane Kind of Work Signing Contractor Stillwell Const. Co.

	Authorized	Estimated
Contract Amount	$39,844.00	$50,191.20
Anticipated Items	9,000.00	9,000.00
Contingency (4½%)	2,197.98	2,663.60
Engineering 10%	4,884.40	5,919.12
Credits		
PROJECT COST	55,926.38	67,773.92
NET INCREASE $		11,847.54

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Delete Type "E" signs B.I. 009	-$16,056.00	
(U) Furnish Type "EE" signs	+$26,403.20	
		+$10,347.20

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 1-23-73

Principal reasons for overruns (Continue on reverse side): Change from Type "E" to Type "EE" signs requested by Bridge Division

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by J. E. Beecroft
Resident Engineer

Confirmed by [signature]
Division Engineer

Noted by [signature]
ORIGINAL SIGNED BY E. B. KLABOE
Construction or Bridge Engineer

Noted by
Deputy or State Highway Engineer

SP-23780-724

FOR FILING
DEC 14 1972

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 8, 1972

TO J. B. Boyd
Region 2 Engineer

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Washington State Line-Judkins Point Section
Pacific Highway
Six Counties
Bridge No. 16028
Contract 7822

We have reviewed the prices submitted by the contractor for the Type "EE" Signs and find them acceptable.

The price was justified by talking to Mr. Al Solburg of the State of Washington who states they are estimating $8.00 per square foot, and by comparing it with the $8.00 and $7.00 per square foot bids that were received on December 7, 1972, for the Ladd Canyon-North Powder Section.

This method of justification was reviewed with Mr. Hossner of the Federal Highway Administration and found acceptable.

Please prepare a price agreement for approval and also instigate a contract overrun authorization for approval. Both of these items are tentatively approved based on information you have presented.

DOC/ag

cc A. E. Johnson
L. E. George
D. E. Beecroft
W. G. Beard

RECEIVED
DEC 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
7822

October 20, 1972

Mr. Glen Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

This letter is to request your approval and participation in the added cost of utilizing the new high-intensity type Scotchlite on both the DO NOT ENTER and the WRONG WAY signs currently under contract in the following projects: copy

Judkins Point to California State Line - Contract No. 7801
Judkins Point to Washington State Line - Contract No. 7822

Recent night-time visual tests of this new material versus the normal type of Scotchlite reflective sheeting indicate that the new material is much superior in its light-reflecting characteristics and, therefore, has a greater possibility to capture the attention of a driver entering a ramp the wrong way during the hours of darkness. These particular types of signs are rather unique in the traffic control field in that they are not often needed but on those few occasions when they must convey their information to the driver, they are needed in an extremely critical manner. We should therefore use the best possible material available in their construction. The estimated additional cost for both contracts is $5,000.00.

We request your approval for the use of this type of sheeting in the existing contracts. It will be included as a standard on forth-coming projects on I-80N.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
Walter Hart

LEG:pb: ajw

RECEIVED
OCT 16 1972
FOR FILING

7822

October 16, 1972

Stillwell Construction Company
P. O. Box 106
Bellevue, Washington 98009

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7822 for signing on the Washington State Line-Judkins Point Section of the Pacific Highway in Multnomah, Washington, Clackamas, Marion, Linn and Lane Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
J. B. Boyd
J. H. Versteeg
Don Beecroft

RECEIVED
SEP 28 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7822

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer DATE September 28, 1972
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of September 18, 1972 is requested in the award of contract for the Washington State Line-Judkins Point Section, Project No. EHS-I-5-4(73)193, EHS-I-5-5(57)250 and EHS-I-5-6(76)295.

The contractor receiving the award is Stillwell Construction Co., in the amount $39,844.00 with Contract No. 7822 assigned. This bid was received on September 14, 1972 and awarded September 22, 1972.

All right-of-way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with paragraph 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Admin. endorsement

Date _____

I concur in the award.

G. L. Green
Acting Division Engineer

DAR:bb

RECEIVED
SEP 27 1972
FOR FILING

7822

September 25, 1972

Stillwell Construction Company
P. O. Box 186
Bellevue, Washington 98009

Gentlemen:

The State Highway Commission on September 22, 1972, accepted your proposal for signing on the Washington State Line-Judkins Point Section of the Pacific Highway (M.P. 190.5 to M.P. 308.4) in Multnomah, Washington, Clackamas, Marion, Linn and Lane Counties for the sum of $39,844 and referred it to the Administrator of Highways with authority to award the contract as soon as approval from the Federal Highway Administration is received.

Later that same day clearance was received, and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7822.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
L. H. Young
Attn: Vince Gallagher
Walt Hart
L. W. Rulien
J. B. Boyd
J. H. Versteeg
Don Beecroft
Wm. Geibel (SAIF)

RECEIVED
SEP 5 - 1972
FHWA Form
7822

Salem, Oregon
September 5, 1972

Mr. L. H. Young
Programing Engineer

Signing Project
Stafford Interchange

Please advise prospective bidders on the signing project scheduled for opening of bids September 14, that the logo borad originally planned for northbound traffic at Stafford Interchange will be deleted from the project.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Tom Edwards
F. B. Klaboe
R. N. Bothman
R. P. Hamilton

RECEIVED
AUG 2[illegible] 1972
FOR FILING

1-5-4(73)193
FEDERAL AID PROJECT NO.
I-5(57)250
I-2-6(76)295

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
WASHINGTON STATE LINE - JUDKINS POINT

COUNTY NAME
MULTNOMAH-WASHINGTON-CLACKAMAS
MARION - LINN - LANE

PROGRAM NO.

ITEM NO. 1-704
1-705
1-706

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

FROM:
G. L. GREEN
ACTING DIVISION ENGINEER
SALEM, OREGON
8-16-72

TO:
7872
G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FBK
AUG 17'72
REFER TO
FOR

Info	nves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
August 9, 1972	August 9, 1972	Interstate Route I-5

STATE ROUTE NUMBER
Pacific Highway Route #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $9,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) CONTRACTOR'S FLAGGING $9,000.00

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S AUGUST 7, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

8-21-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-72	[signature]	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUL 27 1972
FOR FILING

7822

July 26, 1972
Salem, Oregon

Mr. V. E. Skoog
Controller

Signing Project
Logo Signs
Food - Next Right

Bids will be open August 31, 1972 for a signing project which will include, among other things, logo signs at Corvallis-Lebanon, Wilsonville, and Stafford Interchanges.

There will be a total of six backboards for logos which will be covered approximately 92 percent by Federal highway funds. Will you please reserve $1,000 in the Travel Information Council subaccount to cover the State portion of the logo signs on this project.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Tom Edwards
F. B. Klaboe
R. N. Bothman
R. P. Hamilton

RECEIVED
JUL 24 1972
FOR FILING

7822

5

July 24, 1972

Mr. R. Scott Montgomery
Project Director
Travel Information Council
1324 Southwest 21st
Portland, Oregon 97201

Dear Mr. Montgomery:

The erection of boards to carry "food" logos has been combined with a larger signing contract. This has the advantage of avoiding an extremely small project which might fail to interest bidders. Bids will be received August 31, 1972.

The information which has been made available to us indicates the following locations and sizes of boards should be contracted:

Corvallis-Lebanon Interchange	2 logo spaces
Wilsonville Interchange	4 logo spaces
Stafford Road Interchange	2 logo spaces

If the foregoing information is no longer correct, you should notify us immediately as plans are virtually complete and the project will be advertised soon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. N. Bothman
R. P. Hamilton
E. E. Beckman
L. W. Rulien
J. B. Boyd

TRAVEL INFORMATION COUNCIL

July 18, 1972

EAST SALEM HIGHWAY BUILDING
ROOM 208 • SALEM, OREGON • 97310 • Phone (503) 378-2636

TOM McCALL
GOVERNOR

COUNCIL MEMBERS:
ALFRED A. HAMPSON
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WILLIAM HEALY
ALEX MURPHY
JOSEPH T. RAABE

STAFF:
LEONARD I. LINDAS
Assistant Attorney General and Counsel
RICHARD J. TURNER
Planning Director

Mr. Lloyd A. Shaw
Ass't State Highway Engineer
Highway Building
Salem, OR 97310

Dear Lloyd:

On June 22, 1972, I responded to a request from your office for a compilation of facilities at approved interchanges on I-5 for Motorist Information signs.

My earlier letter was pertaining to the letting of bids for the erection of backboards for the Motorist Information signs. The Council has asked me to inquire about the current status of these bids.

Thank you for your attention to this matter.

Sincerely,

R. Scott Montgomery
DB

R. Scott Montgomery
Project Director
Travel Information Council

RSM:db

RECEIVED
JUL 19 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

7822

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 12, 1972

TO Mr. L. H. Young
Programing Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Washington State Line-Judkins Point Section
Pacific Highway
Wrong Way Signing

NOTED
A. E. JOHNSON

Attached are two copies each of letters and information concerning the request for installing Logo "Food" signs at the Wilsonville, Stafford Road and Corvallis-Lebanon Highway interchanges. Mr. L. P. Shaw requested that they be added to a contract as soon as possible, preferably the subject contract. Please take the necessary steps to accomplish this revision to the program.

The following information is for your use:

Logo Signs	"Food Next Right"
Corvallis-Lebanon Highway	room for 2 advertisers
Wilsonville	room for 4 advertisers
Stafford Road	room for 2 advertisers

Cost per Interchange	
Corvallis-Lebanon Highway	$2,896.00
Wilsonville	4,379.60
Stafford	2,512.40

FHWA Project Sections	
I-5 - 4	$2,896.00
I-5 - 5	6,892.00
Total	$9,788.00

DOC:dh
Attachment

cc A. E. Johnson
L. P. Shaw
W. J. Hart
R. N. Chase /w/ attach.

RECEIVED
JUL 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7823 West Pendleton Int. Sec. on the Old Ore. Trail and FAS 470 (Roadway illumination) 1972

L&A 4478

STATE COPY

7822

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Nichols

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads cst

12-21-73

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Umatilla	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12-21-73	P. E. O'Neil, Assistant Area Engineer		FAS I-80N-5(41)206
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-7-73	8-7-73	86.3 %	270 calendar days
APPROVED EXTENSIONS	**LOCATION**		
None	I-80N W. Pendleton Interchange southeast 5.58 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

RECEIVED
JAN 10 1974
Office of
Assistant State Highway Engineer

COPY SENT
JAN 09 1974
REGIONAL OFFICE

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1-10-74 cy Consult.

WEST PENDLETON INTERCHANGE
OLD OREGON TRAIL HIGHWAY
FAS 470 HIGHWAY
Illumination

STATE

A. E. JOHNSON to Coulter & Young

The work consists of converting the existing lighting supports directly exposed to traffic, that is, those in a vulnerable position to breakaway type (frangible bases) and replacing gopher damaged direct burial cable with rigid conduit at the West Pendleton, Emigrant, South Pendleton, and East Pendleton interchanges.

The contract work was substantially completed in conformance with the approved plans and specifications on June 7, 1973 at which time 233 chargeable days had elapsed of a 270-day contract time.

The final cost of the contract items was $134,742 which was the exact amount of the contract. The grand total for the project including engineering and contingencies was $170,000 which is an underrun of 3%. All overruns and underruns were satisfactorily explained by the State. All of the required supporting documents have been submitted and acceptance of this project is recommended.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	Original signed by Patrick E. O'Neil	SIGNATURE	Original signed by E. J. Valach
TITLE	P. E. O'Neil for R. A. Nichols, Assistant Area Engineer	TITLE	E. J. Valach, Engineer
DATE	12/27/73	DATE	1/9/74

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7823

December 13, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
Nos. EHS-I-80N-5(41)206 and
SU-578(1)

SUBJECT Request Federal-aid Project Acceptance

Contract 7823, Work Completed June 7, 1973

Project West Pendleton Interchange

Highway Old Oregon Trail and FAS 470

County Umatilla

Acceptance: Transportation Commission August 7, 1973

Federal Highway Administration June 6, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

BMW:lsk

cc: F. R. Griffin

7823 5

September 28, 1973

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

On August 10, 1973, we wrote to you concerning release of final payment on Contract No. 7823, awarded to L. K. Comstock & Co., Inc., for roadway illumination on the West Pendleton Interchange Section of the Old Oregon Trail and FAS 470 in Umatilla County.

Final payment on this contract is $2,000, and the total contract amount is $152,879.40 including $800 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

FN:db

cc: Seaboard Surety
90 William Street
New York 38, New York

L. K. Comstock & Co., Inc.
136 West 9th Ave.
Albany, Oregon 97321

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
W. E. Schwartz

7823

August 8, 1973

TO Oregon State Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract 7823, Work Completed June 7, 1973

Project West Pendleton Interchange

Highway Old Oregon Trail & FAS 470, County Umatilla

Type of Work Roadway Illumination

Contractor L. K. Comstock and Company, Inc.

Recommended Acceptance Date August 7, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7823 STATE COPY

MONTHLY TRANSACTION NUMBER 7-33	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Umatilla
MODIFICATION NUMBER 1	(PPM 21-7) 7-20-73	PROJECT NUMBER I-80N-5(41)206

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 26, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 94,316	$ 106,953
Federal Funds	$ 87,025	$ 98,685
Other revisions		

This modification is made for the following reasons:

to include additional approved items of work

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of July, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-Aid Project
No. I-80N-5(41)206 Safety

WEST PENDLETON INTERCHANGE SECTION

OLD OREGON TRAIL AND CO. FAS 490 HIGHWAYS IN

UMATILLA COUNTY

Salem, Oregon, July 11, 1973

Revised Project Agreement Estimate

Type Code Y030
Illumination (W. Pendleton Int. Sta. 1244)(Emigrant Ave., Frazer Ave. Int. Sta. 1353)(S. Pendleton Int. Sta. 1429)(E. Pendleton Int. Sta. 1539)

Temporary Protection and Direction of Traffic	All Required (75%)		$ 1,880.25
Frangible Aluminum Transformer Bases	All Required (76%)		13,908.76
Switching, Conduit, Wiring, Lamps, Etc.	All Required (80%)		68,716.00
			$ 84,505.01
Flagging (60% of Contractor's cost)	All Required (75%)		$ 600.00
Temporary Erosion Control	All Required (75%)		37.50
On-the-Job Trainee (1 @ $800)	All Required (75%)		600.00
P.A. 2			
Furnish and Install 1" conduit	1,005 lin.ft.	3.55	3,567.75
Furnish and Install 1-1/4" conduit	29 lin.ft.	4.16	120.64
Furnish and Install 1-1/2" conduit	149 lin.ft.	4.71	701.79
Furnsih and Install #10 Electrical Conductor	1,550 lin.ft.	0.22	341.00
Furnish and Install #8 Electrical Conductor	1,345 lin.ft.	0.28	376.60
Furnish and Install #6 Electrical Conductor	168 lin.ft.	0.35	58.80
Furnish and Install #4 Electrical Conductor	72 lin.ft.	0.46	33.12
Furnish and Install #2 Electrical Conductor	48 lin.ft.	0.56	26.88
P.A. 3			
Furnish and Install 8 x 8 x 6 Jct. Box	8 only	226.15	1,809.20
Furnish and Istall 12 x 12 x 8 Jct. Box	14 only	318.01	4,452.14
			$ 12,725.42
	Subtotal		$ 97,230.43
	Engr. & Cont.		9,722.57
	Total		$ 106,953.00

Length of Project - - - 0.00 mile

Federal Funds -	$ 98,685.00
State Funds -	8,268.00
Total	$ 106,953.00

Group 1 - 67%

Contract No. 7823

Prefix: 630-1025

7823.

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 11-11	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-26-72	COUNTY Umatilla
		PROJECT NO. I-80N-5(41)206 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

West Pendleton Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	8-9-72	0.00
CONSTRUCTION		
OTHER (Specify)		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 94,316.00	$ 87,025.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. D. Hurley
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

G. L. Green

Date executed by Division Engineer OCT 26 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-5(41)206 Safety

WEST PENDLETON INTERCHANGE SECTION

OLD OREGON TRAIL AND CO. FAS 490 HIGHWAYS IN

UMATILLA COUNTY

Salem, Oregon, October 13, 1972

Project agreement estimate.

Type Code Y030
Illumination (W. Pendleton Int. Sta. 1244) (Emigrant Ave., Frazer Ave. Int. Sta. 1353) (S. Pendleton Int. Sta. 1429) (E. Pendleton Int. Sta. 1539)

Temporary Protection and Direction of Traffic	All Required (75%)	$ 1,880.25
Frangible Aluminum Transformer Bases	All Required (76%)	13,908.76
Switching, Conduit, Wiring, Lamps, etc.	All Required (80%)	68,716.00
		$ 84,505.01
Flagging (60% of Contractor's Cost)	All Required (75%)	$ 600.00
Temporary Erosion Control	All Required (75%)	37.50
On-the-job Trainee (1 at $800)	All Required (75%)	600.00
		$ 1,237.50
	Subtotal	$ 85,742.51
	Engr. & Cont.	8,573.49
	Total	$ 94,316.00

Length of Project - - - 0.00 mile

Federal Funds - - -

7823

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: West Pendleton Interchange		WEEK ENDING: July 7, 1973
		SECTION PREFIX: 630-1025
HIGHWAY: Old Oregon Trail & FAS 470		COUNTY: Umatilla
NAME OF JOB: West Pendleton Interchange	KIND OF WORK: Roadway Illumination	
CONTRACTOR: L.K. Comstock & Co. Inc. Kern Division	CONTRACT NUMBER: 7823	FEDERAL AID PROJECT NUMBER: EHS-I80N-5(41)206 SIL-578(1)
DATE OF CONTRACT: October 18, 1972	DATE WORK STARTED: November 15, 1972	ESTIMATED COMPLETION DATE: June 8, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 270	CALENDAR DAYS USED: 233
	SPECIFIED COMPLETION DATE: July 15, 1973	PERCENT OF TIME ELAPSED: 233/270 = 86.3%
PROJECT AUTHORIZATION: $173,488.92		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $157,513.64	ENGINEERING AUTHORIZATION: $15,975.28	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $166,297.39	This Week: --/--	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
	ENGINEERING COST TO DATE: $16,574.58	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 6.7 %	PERCENT OF AUTHORIZATION: 103.1%	June 7, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Fair			
MONDAY 2	Fair			
TUESDAY 3	Fair			
WEDNESDAY 4	Fair			
THURSDAY 5	Fair			
FRIDAY 6	Fair			
SATURDAY 7	Fair			

Kearney Peace
Jackmond Glenn
Berg
Walker

RECEIVED
JUL 9 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1	No. Activity All Week
WEDNESDAY 4	
THURSDAY 5	
FRIDAY 6	
SATURDAY 7	

REMARKS

JOB STATUS: Job complete except for one section of guard rail has to be replaced at West Pendleton. Price Agreement has been initiated to reduce price of contract by price of guard rail. Semi-Final estimate will be submitted as soon as price agreement has been returned.

SIGNED Norman L. Oliva LOCATION The Dalles

Norman L. Oliva
Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No. Activity All Week
MONDAY 2	
TUESDAY 3	
WEDNESDAY 4	
THURSDAY 5	
FRIDAY 6	
SATURDAY 7	

REMARKS

JOB STATUS: Job complete except for one section of guard rail has to be replaced at West Pendleton. Price Agreement has been initiated to reduce price of contract by price of guard rail. Semi-Final estimate will be submitted as soon as price agreement has been returned.

SIGNED Norman L. Oliva LOCATION The Dalles

Norman L. Oliva
Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE [illegible] SUBMIT 3 COPIES.

SP*F216

7823

REGON STATE
IIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June, 13, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project
No. EHS-I-80N-5(41)206
SU-578(1)

SUBJECT Request Contract Acceptance

Contract 7823, Work Completed June 7, 1973

Project West Pendleton Interchange

Highway Old Oregon Trail Hwy. and FAS 470 Orig. 6-23-73

County Umatilla

RECEIVED
STATE HWY ENGR
JUN 22 '73
REFER TO
FOR
Info | Inves | R/D | Dist | Sec | Lat | F
Cy rec'd

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 6, 1973

RECEIVED
JUN 25 1973
Office of
Assistant State Highway Engineer

Conditions not acceptable: Final acceptance pending replacement of damaged guardrail section at West Pendleton Interchange eastbound onramp.

6-25-73
Cy rec'd

G. L. Green
Division Engineer

VG:jb

cc: F. B. Klaboe
L. H. Young
V. Gallagher, File

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Nichols

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Umatilla	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-6-73	P. E. O'Neil, Asst Area Engineer	EHS-I-80N-5(41)206

IN COMPANY WITH
M. Oliva, Resident Engineer, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	86 %	99 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

JUN 14 1973

JUN 14 1973

REGIONAL OFFICE STATE

WEST PENDLETON INTERCHANGE
OLD OREGON TRAIL HIGHWAY
Illumination

The contract work was substantially completed in conformance with the approved plans and specifications on June 6, 1973, at which time 232 chargeable days had elapsed of a 270-day contract time.

The final estimated cost of the project including engineering and contingencies is $170,000.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
JUN 15 73
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6-15-73
per Kearney
Young

NOTED
H.S. COULTER

RECEIVED
JUN 15 1973

Signature of
Assistant State Highway Engineer

FORM FR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7823

cc: OSHD (A E Johnson)
Region
Wash DC
C Hoefler

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

3-29-73

cst

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Umatilla	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3/29/73	P. E. O'Neil, Asst Area Engr ~~K. L. Almquist, Highway Engr Trainee~~	~~FAS I-80N-5(41)206~~

IN COMPANY WITH

~~Norman Oliva, Resident Engineer,~~ OSHD.

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
~~Satisfactory~~	~~Satisfactory~~	~~50~~ 5 %	30 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

cc: 1 SENT

APR 12 1973

REGIONAL OFFICE

WEST PENDLETON INTERCHANGE
OLD OREGON TRAIL HIGHWAY
FAS 470 Highway
Illumination

Stage Inspected: Illumination

4 Copies 4-13-73 cy

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction procedures, the State's inspection procedures, and documentation of pay items for illumination.

RECEIVED
STATE HWY ENGR
APR 13 '73
REFER TO
FOR
Info | Ltrs | R/D | DIR | Sign | Act | File

2. SUMMARY OF FINDINGS

a. Project funding has been increased due to:

1. An increase in the number of junction boxes
2. Additional conduit
3. An added pole base
4. A change in frangible base type
5. An overrun in engineering costs

b. Two possible work orders may be upcoming, one is on wiring in the existing poles that may be defective and the other would be for broken lenses on existing luminaires.

NOTED
L. S. COULTER

c. Documentation of the pay items, material inspection reports, and trainee documentation were found satisfactory.

3. RECOMMENDATIONS AND ACTIONS TAKEN

a. Daily inspection reports contained information on the type of material being placed but did not give the location where it was being placed. It was suggested that the location be given in enough detail so that it could be cross-referenced.

b. Additional funds had to be provided because of discrepancies between the plans and the field conditions. On future projects of this type, major changes in the contract work may be minimized with more investigations of existing conditions in preliminary stages of the project.

7823

February 26, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-I-80N-5(41)206

SU-578(1)

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7823, Extra Work Order No. 3

Project West Pendleton Interchange

Highway Old Oregon Trail

County Umatilla

This Order covers the cost of furnishing and installing junction boxes at several locations throughout the project which are necessary to comply with the electrical code. During the design of this project, it was not possible to determine the condition of the existing installations to provide for proper installation of conduits. The electrical code requires conduits to be installed between junction boxes with the accumulative total of bends less than 360°, due to the existing installations having conduits extending from pole bases in the wrong direction or only one large conduit instead of two small ones, this requirement is exceeded.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, January 25, 1973.

Your approval as of January 25, 1973 is requested.

BMW:bb.
Attach.

5

7823

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **February 21, 1973**

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Overrun of Project Authorization**
West Pendleton Interchange
Contract No. 7823

An overrun in the project authorization for the subject project is apparent. The original authorization was $154,804.92 for this roadway illumination project located in Umatilla County, and it now appears that the final cost will be $173,488.92, an increase of $18,684 (12.1 percent).

The chief reason for this overrun is that additional conduit and junction boxes are required. The project requires extensive modifications of existing underground electrical distribution facilities, and accurate information about some details was unavailable during design of the project. The added contract work also requires more engineering.

The project is in an early stage, with completion estimated by July 15, 1973. It utilizes Federal Interstate funding and the added cost will also be Federal participating.

The matter will be on the agenda for your consideration at the March 6 meeting and I recommend your approval of the increase.

cc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
W. E. Schwartz
Gary Ross
Gary Sund
WBR:dh/JAB:fw ms

cy Bridge 5-1-73

Form E-372 (Rev. 10-67)

1823

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project West Pendleton Interchange — Date January 18, 1973

Highway Old Oregon Trail and FAS 470 — Contract No. 7823

County Umatilla — Kind of Work Roadway Illumination — Contractor L. K. Comstock & Co.

	Authorized	Estimated	
Contract Amount	134,742.00	134,742.00	
Anticipated Items	1,650.00	~~20,234.00~~	1,650.00
Contingency (4½%)	6,137.64	~~1,500.00~~	21,121.64
Engineering	12,275.28	15,975.28	
Credits			
PROJECT COST	154,804.92	~~172,351.28~~	173,488.92
NET INCREASE $		~~17,546.36~~	18,684.00

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

	Expected Amount	Net Change
1. Junction Boxes (U)	8,419.00	
2. Conduit (U)	1,400.00	
3. Conduit (U)	3,300.00	
4. Conductors (U)	440.00	
5. Pole Base #24 (U)	1,375.00	
6. Change of Transformer Base-Pole #73 (U)	50.00	
7. Engineering (C)	3,700.00	

STATE HIGHWAY COMMISSION APPROVED BY
DATE 3-6-73

Principal reasons for overruns (Continue on reverse side): See Transmittal Letter

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Norman L. Oliva — Resident Engineer
Norman L. Oliva

Confirmed by — Division Engineer

Noted by — for Construction or Bridge Engineer

Noted by ORIGINAL SIGNED BY H. S. COULTER — ~~Deputy or~~ Asst State Highway Engineer

SP-22788-734

RECEIVED
DEC 1 1972
FOR FILING

STATE COPY

FORM PR-33A
(REV. 3-68) cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Nichols

11-30-72

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

7823

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Umatilla	Oregon

Date of Inspection	Inspection Made By	Project No.
11/30/72	P. E. O'Neil, Asst Area Engineer	SU-578(1) EHS-I-80N-5(41)206

In Company With

Norm Oliva, Res Engr, OSHD; David Noyes, Highway Engr Trainee, FHWA.

Location

I-80N West Pendleton Interchange southeast 5.58 miles.

NOTED
A. E. JOHNSON

Contractor Name and Address

L. K. Comstock & Co., Inc., Albany, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
10/6/72	$134,742	270 cal. days	10/18/72	11/15/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	14.4 %	0.0

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Illumination	Y030	0.0			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
N/A		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

To Comstock
CM Bridge
1-9-73

WEST PENDLETON INTERCHANGE
OLD OREGON TRAIL HIGHWAY
FAS 470 Highway
Illumination

COPY SENT REGIONAL OFFICE JAN 08 1973

COPY SENT STATE JAN 08 1973

1. Description

The proposed work consists of converting the existing lighting supports directly exposed to traffic, that is, those in a vulnerable position, to breakaway type (frangible bases) and replacing gopher damaged direct burial cable with rigid conduit at the West Pendleton, Emigrant, South Pendleton, and East Pendleton interchanges.

2. Work in Progress

During this inspection no work was in progress, however, the contractor has exposed all of the direct burial cable in preparation for installing the rigid conduit. No other work has been completed to date.

(more)

1-9-73
Johnson
c/y yes

3. Comments

Price agreements are forthcoming for the following changed field conditions:

a. Pole No. 24 was removed during the reconstruction of the ramp and must be replaced.

b. Poles bases that lack dual conduits will have to have junction boxes installed at the base of the poles.

c. Conduit that the designers thought was in existence but is not in actuality will have to be installed increasing the lineal footage of rigid conduit for this project.

Approval of the above changes is recommended.

RECEIVED
STATE HWY ENGR
JAN 9 '73
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION

7823

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 28, 1972

L. K. Comstock & Company, Inc.
136 West Ninth Avenue
Albany, OR 97321

NOTED
A. E. JOHNSON

Gentlemen:

West Pendleton Interchange
Old Oregon Trail Highway
Umatilla County
Contract 7823
Illumination

We are returning, unapproved, your specifications for Triangle hot-dipped, rigid conduit with bichromate finish. This material is not an acceptable substitute for the nickel-copper alloy steel conduit specified in the contract.

The hot-dipped, galvanized nickel-copper alloy steel conduit was specified due to the high alkalinity of the soil in which it is to be used.

We cannot approve an increase in the contract amount based on your oversight in reviewing the contract specifications regarding material requirements.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

DOC:dh
Attachment

cc A. E. Johnson
W. E. Schwartz
John Bond
N. L. Oliva /w/ 1 attach.
R. M. Dixson

RECEIVED
NOV 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7823

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 20, 1972

L. K. Comstock & Company, Inc.
136 West Ninth Avenue
Albany, OR 97321

Attention: David W. Larson

Re: West Pendleton Interchange Section
Old Oregon Trail Hwy. & FAS 470
F.A. Proj. No. EHS I-80N-5(41)206
SU-578(1)
Contract No. 7823
On-The-Job Training

Gentlemen:

This is to confirm acceptance of the Electricians craft in which you propose to furnish on-the-job training on this project. This approval will permit you to commence work under this contract.

You have requested a minority trainee be provided by Local 112 of the International Brotherhood of Electrical Workers. A trainee provided through this Union would be trained under an approved apprenticeship program; therefore, a detailed training program will not be required.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen L. Green/att.
A. E. Johnson
Gene Huntley
W. E. Schwartz
Norm Oliva

RECEIVED
NOV 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

S

RECEIVED
NOV 3 - 1972
FOR FILING

7823

November 3, 1972

L. K. Comstock & Company, Inc.
136 West 9th Avenue
Albany, Oregon 97321

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7823 for roadway illumination on the West Pendleton Interchange Section of the Old Oregon Trail and FAS 470 in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Seaboard Surety Company
90 William Street
New York, New York 10038

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
Norman Oliva

RECEIVED
OCT 10 1972
FOR FILING

7823

October 10, 1972

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Attention: Mr. Eugene Palmer
Roadmaster

MISC. CONTRACTS and
AGREEMENTS No. 4478

Gentlemen:

Attached for your records is a fully executed copy of a supplemental letter agreement with Umatilla County, City of Pendleton and the Oregon State Highway Commission concerning illumination of the West Pendleton Interchange Section of FAS 470.

A fully executed copy of this agreement is being sent to the City of Pendleton and we are retaining the same for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.
cc H. S. Cox
(conf. agree. att.)

October 10, 1972

Pendleton City Council
City Hall
Pendleton, Oregon 97801

Attention: Rudy R. Enbysk
City Manager

Gentlemen:

Attached for your records is a fully executed copy of a supplemental letter agreement with Umatilla County, City of Pendleton and the Oregon State Highway Commission concerning illumination of the West Pendleton Interchange Section of FAS 470.

A fully executed copy of this agreement is being sent to Umatilla County and we are retaining the same for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox

RECEIVED
OCT 11 ..72

FOR FILING

OREGON STATE HIGHWAY DIVISION

7823

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 10, 1972

TO G. L. Green, Acting Division Engineer
~~R. P. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrance as of September 18, 1972, is requested in the award of contract for the West Pendleton Interchange Section, Project No. I-80N-5(41)206.

The contractor receiving the award is L.K. Comstock and Co. Inc., in the amount of $134,742.00 with Contract No. 7823 assigned. This bid was received on September 14, 1972, and awarded September 6, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Administration endorsement.

Date _____

I concur in the award.

G. L. Green
Acting Division Engineer

bc C. T. Keasey
W[illegible] Hart
L. [illegible]. Young
Attn: Vince Gallagher
W. E. Schwartz
Norman Oliva
William Geibel (SAIF)

5

[illegible] RECEIVED
OCT 6 - 1972
FOR FILING

7823

October 6, 1972

L. K. Comstock & Company, Inc.
136 West 9th Avenue
Albany, Oregon 97321

Gentlemen:

The State Highway Commission on September 22, 1972, accepted your proposal for roadway illumination on the West Pendleton Interchange Section of the Old Oregon Trail and FAS 470 in Umatilla County in the amount of $134,742 and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and Umatilla County approve the project and the county deposits $11,700.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7823.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 18, 1972.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

RECEIVED
AUG 22 1972
FOR FILING
7823

August 21, 1972

Mr. Ray O. Sims
Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Dear Mr. Sims:

Regarding your letter of August 16 in which you request clarification on the use of transformer break-away bases on the existing poles at the East Pendleton Interchange, please refer to page 18 of the Special Provisions. The first paragraph under the heading "(b) Frangible aluminum transformer bases" states that existing poles as indicated on the plans shall have frangible aluminum transformer bases installed. Drawing No. 28377, which is for the East Pendleton Interchange, does not indicate the use of any frangible transformer bases; therefore, none are required on said interchange.

To further clarify this, we have added a note to Drawing No. 28377 as follows: "Transformer bases not required on this interchange." This revised drawing has been issued to all bidders by revision letter No. 1, dated August 18, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

ALB:bw js

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC, INC.
721 S. E. OAK AVE.
ROSEBURG, OREGON 97470

RAY O. SIMS, PRESIDENT
WM. H. SIMS, VICE PRESIDENT
W. D. MATTSON, VICE PRESIDENT
C. W. WAKEFIELD, SECRETARY
GLENN B. CLUTE, ASSIST. SEC.

August 16, 1972

RECEIVED
STATE HWY ENGR
AUG 17 '72
REFER TO
Young
FOR
Info | Invs | R/D | D/R ✓ | Sign | Act | File

REFERRED TO
Edwards
BY SECRETARY

Oregon State Highway Division
State Highway Building
Salem, Oregon

Reference: West Pendleton Interchange Section-Old Oregon Trail & FAS 470 Highways-Umatilla County Illumination, Bid Opening August 31, 1972.

Gentlemen:

It is noted that the East Pendleton Interchange plans, sheet No. 28377 does not show the installation of transformer break-away bases, whereas the description of the work in the specifications indicates that bases are to be installed at this interchange. Could you kindly clarify this matter for us and advise which type base is required.

Very truly yours,

SIMS ELECTRIC, INC.

Ray O. Sims

ROS:ls

RECEIVED
AUG 17
STATE HIGHWAY Commission

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

FEDERAL AID PROJECT NO.
I-80N-5(41)206
SU-578(1)

STATE PROJECT NO.
PENDLETON INTERCHANGES

FROM:
G. L. GREEN
ACTING DIVISION ENGINEER
SALEM, OREGON
8-16-72

PROGRAM NO.

ITEM NO. I-720
S-1091

COUNTY NAME
UMATILLA

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
7825
G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 17'72
REFER TO
FBK
FOR

Init.	Aves	R/D	C/R	Sten	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
AUGUST 9, 1972	AUGUST 9, 1972	INTERSTATE ROUTE 80N & SECONDARY ROUTE #470

STATE ROUTE NUMBER
OLD OREGON TRAIL #6 AND COUNTY ROAD

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $600.00; TEMPORARY EROSION CONTROL $37.50 AND ON THE JOB TRAINING IN AMOUNT OF $600.00 AS SHOWN IN YOUR ESTIMATE FOR PROJECT I-80N-5(41)206.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $600.00 TEMPORARY EROSION CONTROL $37.50 ON THE JOB TRAINING $600.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM OF 4-28-72 AUTHORIZED CONSTRUCTION FOR PROJECT SU-578(1) UNDER APPROVED SECONDARY ROAD PLAN. GRADING, DRAINING AND PAVING PORTION WAS AWARDED UNDER CONTRACT 7764. ILLUMINATION PORTION (RETAINED IN PROGRAM STATUS) WILL BE JOINT CONTRACT WITH I-80N-5(41)206. (SU-578(1) FLAGGING $200.00; TEMPORARY EROSION CONTROL $12.50 AND ON THE JOB TRAINING $200.00).

MR. YOUNG'S AUGUST 7, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECTS HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH. 8-21-72

Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-72	E. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

7823

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer ~~A. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE August 7, 1972

Upon Request

FROM L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

Complete P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on August 31, 1972.

I-80N-5(41)206	Pendleton Interchanges
I-80N-6(54)261	La Grande Section
I-5-4(73)193	Judkins Pt.-Battle Cr. Intcghe. Sec.
I-5-5(57)250	Battle Cr. Intchge.-N. Tigard Intchge. Sec.
I-5-6(76)295	N. Tigard Intchge.-Wash. St. Line. Sec.
US-466(11)	Sunset Hwy.-Beaverton Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IN 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions regarding the project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the previously submitted right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the previously submitted utility-railroad status report.

We are also readvertising the following previsouly advertised projects which were rejected because the bids were considered too high.

I-80N-4(24)134	Arlington Section
I-80N-7(38)343	Lime Section
I-80N-6(55)256	La Grande Section

DAR:dg

TRANSACTION NUMBER 8-8

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-1-72

BY (Signature): MR. YOUNG'S JULY 21, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 720 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
720	EHS-I-80N-5(41)206	0.0	164,000	151,000	WEST PENDLETON INTERCHANGE UMATILLA COUNTY	UPDATE ILLUMINATION INSTALLATION.

8-1-72

8-3-72

Young

REMARKS (Division)

UNDER NEW (illegible) DATED AUG 2 1972

FOR FILING

7823

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		8-1-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUL 21 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7823

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 21, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project EHS-I-80N-5(41)206

We are submitting program data for one project, Item No. 720, Project No. EHS-I-80N-5(41)206, which we desire to have included in the Federal-aid Interstate Program.

The work to be done under this project and the illumination work to be done under Project SU-578(1) are to be accomplished under one contract. It is our present intention to receive bids for these projects on August 31, 1972.

The project is safety improvement work as covered under AASHO's February 1967 report, "Highway Design and Operational Practices Related to Highway Safety".

This project qualifies as an "EHS" Project under IM 30-5-71, Section (b), "Emergency Highway Safety Program".

Public hearings are not required for this project under provisions of paragraph 6(c) of PPM 20-8.

Design approval for this proposed safety work is considered as having been given when FHWA accepted the standards recommended in the "Yellow Book", AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety".

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "Yellow Book" is considered tacit design approval for minor safety improvements; therefore, design approval is considered given prior to Jan. 18, 1969, the effective date of current PPM 20-8.

Environmental statement (PPM 90-1) and clearinghouse review (IM 50-1-70) requirements are not applicable as design approval was granted prior to January 1, 1970.

JG:bb
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-21-72

FEDERAL-A

CARD														
CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 I-80N W. Pendleton Int., S.E. 5.58 Mi. 55						ADT	PRESENT 3,950	FUTURE (66) 7,400 (70)				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Illumination 62	NATL. FOREST (63)(65)	FN ROUTE NO. (66)(68)	RIPV AREA (69)	UA CLASSIF. (70)	UA AREA (71)(72)	EMERG. YR. (73)	PL (74)						
CARD 4	CLASS OF FEDERAL FUNDS Interstate								COUNTY NAME					
	NAME OF URBAN AREA 17-31 Pendleton								ROUTE NO. I	FEDERA I				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	ESTIMATED PROJE FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-80N W. Pendleton Int., S.E. 5.58 Mi.			
5					ROW					
5					CONST (CODE) Safety Y030			0.0	164,000	151,000
								0.0	164,000	151,000
									(16) (23)	(24)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	3,950	7,400	92	10	Oregon	35	042	720

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
				EHS-I-	80-5	(41)	206	N

COUNTY NAME: Umatilla — CODE: 059 — PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	6	I-80N

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
.0	164,000	151,000	13,000
0.0	164,000	151,000	13,000

CHARACTER OF PROPOSED WORK (Full description)

Update illumination installation (i.e., install frangible bases) & replace damaged direct burial cable with rigid metal conduit.

ROW-335' min.; Access Control-full; Parking Restrictions-complete.

REMARKS

Additional Data: Item Nos. 505 & 598; Project Nos. I-80N-5(29) & (35), respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

W., S. & E. PENDLETON & EMIGRANT AVE. INTERCHANGES
PROJECT NO. EHS-I-80N-5(41)206

REMARKS - continued

Project Data: The proposed work consists of converting the existing lighting supports directly exposed to traffic, i.e., those in a vulnerable position, to breakaway type (frangible bases) and replacing gopher-damaged direct burial cable with rigid metal conduit at the following interchanges:

M.P.	Interchange
207.47	W. Pendleton
209.54	Emigrant Ave.
210.96	S. Pendleton
213.05	E. Pendleton

NOTE: This project and the illumination work under Project SU-578(1) are to be accomplished under the same contract.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: The work under this project qualifies as "minor safety improvement" to update this section of I-80N to the safety standards recommended in the "Yellow Book", AASHO publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety".

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "Yellow Book" is considered tacit design approval for minor safety improvements; therefore, design approval is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Environmental Statement (PPM 90-1) and Clearinghouse Review (IM 50-1-70) Requirements: Not applicable as design approval granted prior to January 1, 1970.

NOTE: This project qualifies as an "EHS" Project under IM 30-5-71, "Emergency Highway Safety Program", Section (b).

RECEIVED
FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7823

DATE: July 10, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: West Pendleton Interchange
Oregon Projects I-80N-5(-)204 & SU 578(-)
Illumination

Your request for Federal participation in replacing the gopher damaged direct burial cable with rigid metal conduit was reconsidered. Federal participation in the cost of this work is approved as a safety project.

7-17-72
Hunter-Shaw

7-17-72
CC Young
Hall
Yogt
Johnson

NOTED
E. S. HUNTER

RECEIVED
JUL 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 14 [illegible]

RECEIVED
JUN 15 1972
FOR FILING

7823

June 14, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM
556
A. E. Johnson
Assistant State Highway Engineer

SUBJECT West Pendleton Interchange
Old Oregon Trail Highway
Umatilla County, Bridge 9636A
Oregon Project I-80N-5(-)204; SU-578(-)
Your File 10-35 DA
Illumination

We request reconsideration of your decision of May 22 on nonparticipation in the replacement of the gopher-damaged, direct-burial wire at the four Pendleton interchanges.

As indicated in our letter of May 15, this is a complete replacement in rigid metal conduit of the direct-burial wire that has been badly damaged by gophers. A major replacement of this type can hardly be considered normal maintenance.

Since this problem was obviously not anticipated by us or by you at the time of design and approval of contract plans, we feel this item should warrant PAI fund participation. We do feel that the original design covering this installation was faulty and since the original design was approved by both the State Highway Division and the Federal Highway Administration, correction by the installation of rigid conduit should be eligible for FAI participation.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

DOC:dh/AEJ:ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 22, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(-)204; SU-578(-)
West Pendleton Interchange
Bridge 9636A - Illumination

Mr. Wallace's May 15 letter concerning (1) revised lighting for the West Pendleton Interchange, (2) convert existing exposed light poles at 3 of the Pendleton interchanges to frangible bases and (3) replace existing direct-burial wire at the 4 Pendleton interchanges to metal conduit to correct the gopher problem.

Our response to these 3 items is:

1. The proposed lighting plan for the West Pendleton Interchange is satisfactory. Financing will be with FAS funds.

2. Converting the existing light poles at the West Pendleton, South Pendleton and Emigrant Ave Interchange to frangible bases is approved for FAI financing. Only poles directly exposed to traffic will be converted. Poles behind guardrails or in a non-vulnerable position on slopes will not be converted.

3. It has been determined that the cost to correct damage done by the gophers on this completed section of Interstate is not eligible for FAI funds.

NOTED
A. E. JOHNSON

NOTED
D. O. Christensen

RECEIVED
MAY 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

5-25-72

RECEIVED
MAY 25 1972
BRIDGE DIVISION

NOTED
W. J. HURT

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAY 17 1972
BR. FILING

OREGON STATE HIGHWAY DIVISION

7823

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 15, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED
By L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT West Pendleton Interchange
Old Oregon Trail Hwy. & FAS 470
Umatilla County
Bridge 9636A
Illumination

NOTED
A. E. JOHNSON

Attached are two prints of the preliminary illumination layout for the West Pendleton Interchange along with a xerox copy of photometric curve 35-175044(02).

The present existing interchange is illuminated with 700-watt, clear mercury luminaires mounted on fixed-base 45-foot steel poles. The present illumination provides 0.5-0.6 average maintained footcandles at a 2:1 uniformity ratio.

This proposal provides for the illumination of the "RW" and "RE" ramps along with modifications at the eastbound off terminal point and freeway fill-in lights to eliminate dark spots. This lighting will be provided by 700-watt, clear mercury luminaires on 45-foot steel breakaway poles at light levels to conform to the existing installation. This work will be provided by FAS-C funds as originally set up for the West Pendleton Interchange Project and will amount to approximately $75,000 with engineering and contingencies.

In addition to the above work, we intend to include the following work with this contract:

1. <u>West Pendleton Interchange</u> -

   A. As stated above, the existing poles are on fixed bases. In the interest of safety, those poles

not behind guardrail will be placed on aluminum frangible bases. Estimated cost $21,000.

B. Replace existing direct-burial wire within the interchange with new wiring in rigid metal conduit. The existing direct-burial wire has been eaten by gophers to the extent that 75 percent of the lights are not working. Estimated cost, $25,000.

2. East Pendleton Interchange -

Replace the existing direct-burial wiring with new wiring in rigid metal conduit. The gophers have eaten the existing wiring to the extent that failure is imminent. Estimated cost, $19,000.

3. South Pendleton Interchange -

A. Present poles are on fixed bases. It is proposed, in the interest of safety, to place those poles not behind guardrail on aluminum frangible bases. Estimated cost, $30,000.

B. Replace existing direct-burial wiring within the interchange with new wire in rigid metal conduit. The gophers have eaten the existing wiring to the extent that 75 percent of the lights are out. Estimated cost, $25,000.

4. Emigrant Avenue Interchange -

A. Present poles are on fixed bases. It is proposed, in the interest of safety, to place those poles not behind guardrail on aluminum frangible bases. Estimated cost, $25,000.

B. Replace the existing direct-burial wire with new wire in rigid metal conduit. The gophers have eaten the existing wiring to the extent that failure is imminent. Estimated cost, $19,000.

The above four items of work amount to an estimated total cost of $164,000 which includes engineering and contingencies.

As indicated in the items above, placing the poles on aluminum frangible bases amounts to $76,000 and should qualify for FAI funds as safety work.

It is also our feeling that the $88,000 to replace the wiring in rigid metal conduit should qualify for FAI fund participation. The illumination installations have been in operation for only about a year and a half and it was not anticipated that our wiring system would be destroyed by gophers. This can hardly be termed a maintenance item. New installations, where gophers are present, will be installed in rigid metal conduit.

Please review this submittal as soon as possible as it is our intention to advertise this project for a July 27, 1972, bid opening.

DOC:dh
Attachment

cc A. E. Johnson
L. H. Young
V. E. Skoog
L. E. George
R. N. Bothman
R. N. Chase

RECEIVED
MAY 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1972
FOR FILING

7823

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1972

SUBJECT: Pendleton Illumination
Interstate 80N

To: W. E. Schwartz
REGIONAL ENGINEER

REGION 5

Reports from Robert Judson indicate that 75% of the luminaires at the West and South Interchanges are out. The reports further indicate that the luminaires at the Immigrant Avenue and East Interchanges will shortly go black. The cause is gopher damage to the direct burial cable.

Please proceed to warm up a contract type job to place all the underground electrical wiring at the above four interchanges in rigid conduit. Estimated cost is $60,000.

Robert Judson will be glad to assist in the technical end.

Submit the project through the correct channels for funding and actual construction.

Robert N. Bothman
Maintenance Engineer

By:

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
cc: Robert Judson
C. T. Keasey
A. E. Johnson

RECEIVED
APR 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
APR 1972

FORM [illegible] (REV. 10-69)

7853

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1972

SUBJECT: Gopher Damage
Interchange Illumination,
Pendleton

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

B U I L D I N G

The four interchanges at Pendleton were illuminated using direct burial cable. Gophers have attacked this cable.

75% of the luminaires at the west and south interchanges are not functioning. The luminaires at Emigrant Avenue and East Interchanges are still functioning but readings of zero resistance to ground indicate an early failure in these luminaire systems.

This office recommends the following steps:

(1) That all the direct burial cable in these four interchanges be replaced and placed in rigid conduit. Estimated cost - $60,000.

(2) That this work be accomplished under contract, either by extending existing contracts if possible, or letting a special contract.

(3) That Federal Aid be sought.

(4) That all other contracts for illumination in Eastern Oregon be examined for possible gopher interferance and the use of direct burial cable be limited.

Robert N. Bothman
Maintenance Engineer

By: Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

Bothman
Have discussion with ESH at the pot.
cc Keasey
Lohse

original to Bothman 4-10-72

CMW:mlp

RECEIVED
APR 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Illum.
W. Pend. Intchgo

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Attn: Mr. Eugene Palmer
Roadmaster

Pendleton City Council
City Hall
Pendleton, Oregon 97801

Attn: Mr. Rudy R. Enbysk
City Manager

loc FAS 470 Umatilla Co

Gentlemen:

The State, County and City entered into a cooperative construction-finance agreement dated July 27, 1971 concerning construction of the revision of the West Pendleton Interchange junction of FAS 470 and I-80N.

It has now been determined to be in the best interest of all parties concerned that said agreement should remain in full force and effect and apply with like force and effect as to the proposed plans for the project; however, it has been further determined that this agreement shall be supplemented by this letter-form agreement, and any further reference to the contents of the agreement dated July 27, 1971 shall include the provisions as outlined below.

1. The illumination of this interchange is to be increased to provide for the additional legs now being constructed.

2. This additional illumination is to be financed in the same manner as set forth in the July 27, 1971 agreement referred to above.

3. The maintenance and power consumption shall be in accordance with the agreement entered into between the City of Pendleton and the State Highway Division, dated October 31, 1967.

If the above proposal is acceptable to the County Court and the City Council, please indicate your approval by the appropriate signatures in the spaces provided below, have the County Clerk attest and affix the County Seal, and return three signed copies to this office for presentation to the Highway Commission. After certification by the Highway Commission Secretary, fully executed copies will be returned for the County's and City's permanent records.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Oregon State Highway Commission on July 27, 19 71, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume 56, Page _____, Minute Book of the Oregon State Highway Commission.

APPROVED:

1st R. L. Schroeder
Assistant State Highway Engineer

C. H. Heald
~~Floyd Seery~~, Secretary (Oct 1972)

CITY OF PENDLETON, by and through its City Officials

By Eddie D Knopp
Mayor

By Marjorie E Dagnall
Recorder

ATTEST: JESSIE M. BELL, COUNTY CLERK
Margaret M Dhal
County Clerk DEPUTY

UMATILLA COUNTY, by and through its County Court

By _____
Judge

By B A Rees
Commissioner

By Raymond Berns
Commissioner

HR:ljt
8/25/72

7824 La Grande Sec. of Old Ore. Tr. Hwy. 1972
at Wallowa Lake Int. in La Grande
(Roadside improvement)

7124

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
B K Hosmer

10-7-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Union	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10-3-75	R. A. Nichols, Area Engr		I-80N-6(54)261
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-30-75	9-11-74	100 %	
APPROVED EXTENSIONS	**LOCATION**		
--	Wallowa Lake Interchange (I-80) in LaGrande, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

OCT 07 1975

Washington

LA GRANDE SECTION
OLD OREGON TRAIL HIGHWAY
Roadside Improvement

RECEIVED
OCT 8 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER
10-8-75
cy Court

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original signed by R. A. NICHOLS	SIGNATURE	Original signed by E. J. Valach Dist. Engineer
TITLE R. A. Nichols	DATE OCT 07 1975	TITLE E. J. Valach	DATE OCT 07 1975

FORM FHWA [illegible] B (12-73) FORMELY PR-33E [illegible] Previous Editions Of PR-33E Will Not Be Used.

DIVISION FILE COPY

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ☒ RURAL ( )
Oregon	Union	I-80N-6(54)261	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
		CONSTRUCTION TYPE CODES		4003		October 16, 1972
	20	FINAL CONSTRUCTION COST	DOL.	169,906		DATE COMPLETED: June 30, 1973
	21	LENGTH OF PROJECT	MILES	0.00		TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 4,720	GROSS EARNINGS: 43,055	

CARD					
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	65,581	
B	9	PETROLEUM PRODUCTS	GAL.	1,500	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
C	92	AGGREGATES PURCHASED	CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD. FT		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.		
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.		
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
E	15	AGGREGATES PRODUCED	TON		
E	95	AGGREGATES PRODUCED	CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.		
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

7824

September 23, 1975

TO: G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. I-80N-6(54)261

FROM:
C. T. Keasey
Construction Engineer

SUBJECT: Request Federal-aid Project Acceptance

Contract 7824 Work Completed June 30, 1973

Project La Grande

Highway Old Oregon Trail

County Union

Acceptance: Transportation Commission October 4, 1974

Federal Highway Administration September 11, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:ak

cc: Richard Hacak
R. D. Church

7824

October 18, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On October 11, 1974, we wrote to you concerning release of final payment on Contract No. 7824 awarded to Baltz and Son Company for work on the La Grande Section of the Old Oregon Trail in Union County.

Final payment on this contract is $500 and the total contract amount is $171,411.86 including $1,382.91 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Baltz and Son Co.
3617 E. Burnside
Portland, OR 97216

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 10, 1974

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

srb

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on October 3, 1974, I accepted the following:

Contract No. 8001, Work Completed July 15, 1974

Project S. Banfield Interchange-S.E. Foster Road

Highway East Portland Freeway County Multnomah

Type of Work Pile and Plate Load Tests

Contractor Willamette-Western Corporation

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on October 4, 1974, I accepted the following:

Contract No. 7926, Work Completed July 5, 1974

Project Rickreall-Monmouth Bikeway

Highway Pacific West County Polk

Type of Work Grading, Paving and Structures

Contractor Salem Road & Driveway Co.

Contract No. 7933, Work Completed June 14, 1974

Project Delta Highway-Coburg Road (Eugene)

Highway Willamette Bikeway County Lane

Type of Work Grading and Paving

Contractor Benge Paving, Inc.

Contract No. 7824, Work Completed June 30, 1973

Project La Grande

Highway Old Oregon Trail County Union

Type of Work Roadside Improvement

Contractor Baltz and Son Co.

Administrator and
State Highway Engineer

#7824

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HBO-32)

9-11-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Union	Oregon

IN COMPANY WITH: R. L. Peterson, Asst Area Engineer, FHWA

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-11-74	R. A. Nichols, Area Engineer	I-80N-6(54)261

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

WALLOWA LAKE INTERCHANGE
LA GRANDE SECTION
OLD OREGON TRAIL HIGHWAY
Roadside Development

In May, 1974, this job was inspected and was found too weedy to accept. The State was notified of this condition early in June. Subsequently the Regional office called and said they had a maintenance crew on the project to completely weed the area. Based on this assurance I verbally accepted the project.

We looked at the project on September 11, 1974 and found the project, including the weeding, to be in reasonable conformance with the plans and specifications.

COPY SENT
OCT 16 1974
Washington

RECEIVED
OCT 17 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7824

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM for Vince Gallagher
C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-80N-6(54)261

SUBJECT Request Contract Acceptance

Contract 7824, Work Completed June 30, 1973

Project LaGrande

Highway Old Oregon Trail

County Union

Establishment Period Ended May 16, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 11, 1974

Conditions not acceptable: None

NOTED
H.S. COULTER

RECEIVED
OCT 8 1974
Office of
Assistant State Highway Engineer

G. K. Hoosier
for G. L. Green
Division Engineer

7824 Final Report until Spring 1974 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: La Grande Roadside Improvement	WEEK ENDING: October 19,1973
		SECTION PREFIX: 631-1077
	HIGHWAY: Old Oregon Trail	COUNTY: Union
NAME OF JOB: La Grande	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Baltz & Son Co.	CONTRACT NUMBER: 7824	FEDERAL AID PROJECT NUMBER: I80N-6(54)261
DATE OF CONTRACT: September 22,1972	DATE WORK STARTED: October 16,1972	ESTIMATED COMPLETION DATE: Establishment Spring 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $176,639.61		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $162,632.74	ENGINEERING AUTHORIZATION $14,006.67	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $173,353.38	ENGINEERING COST TO DATE $10,109.52 This week: $260.62	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 6.5%	PERCENT OF AUTHORIZATION 72.2%	DATE PROJECT WAS COMPLETED: June 30,1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	Ptly cldy-cool			
MONDAY	15	Fair			
TUESDAY	16	Ptly Cldy-cool			
WEDNESDAY	17	Fair			
THURSDAY	18	Ptly Cldy-warm			
FRIDAY	19	Ptly Cldy-warm			
SATURDAY	13	Cldy-cool			

RECEIVED 5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No activity.
MONDAY 15	No activity.
16 TUESDAY	No activity.
17 WEDNESDAY	No activity.
18 THURSDAY	Spraying of weeds and coarse grasses in shrub areas.
19 FRIDAY	No activity.
SATURDAY 13	No activity.

REMARKS

Status: Project is in establishment period, all contract work completed 6-30-73.

Final inspection of project 10-18-73, Dale Allen, Region Const. Engr., George Johnson, Landscape Division, project was accepted.

Final Records to be submitted October 23, 1973

SIGNED Joseph A. Schlieski LOCATION LaGrande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

7824

STATE COPY

Monthly transaction number: 8-8	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State: Oregon
Project report number: 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Union
Modification number: 1	(PPM 21-7) 7-20-73	Project number: I-80N-6(54)261

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 6, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 171,192	$ 189,579
Federal funds	$ 157,958	$ 174,924
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of July, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal-Aid Project
No. I-80N-6(54)261

LA GRANDE SECTION

OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, July 11, 1973

Revised Project Agreement Estimate

Type Code Y003
Roadside Improvement (Sta. 173+00 to Sta. 192+00)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
*Furnishing and Placing Topsoil	2,776 cu.yds.	5.11	14,185.36
*Furnishing and Planting Trees	199 only	28.85	5,741.15
*Furnishing and Planting Shrubs	8,427 only	6.17	51,994.59
*Bark Mulch	267 units	75.00	20,025.00
Lawn Construction	All Required		13,414.00
Irrigation System	All Required		61,085.11
			$ 168,445.21
Flagging (60% of Contractor's cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
Install Water Meter	All Required		1,700.00
Furnish Water Meter	All Required		1,900.00
			$ 3,900.00
	Subtotal		$ 172,345.21
	10% Engr. & Cont.		17,233.79
	Total		$ 189,579.00

*Change in Quantities

Length of Project - - - 0.00 mile

Federal Funds - - -

7-824

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-12		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Union
	10-0-72	PROJECT NO.
		I-80N-6(54)261

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

La Grande Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-9-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 171,192.00	$ 157,958.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Barrett

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green

Acting (Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 6 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid
Project No. I-80N-6(54)261

LA GRANDE SECTION

OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, September 29, 1972

Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 173+00 to Sta. 192+00)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Furnishing and Placing Topsoil	200 cu.yd.	5.11	1,022.00
Furnishing and Planting Trees	190 only	28.85	5,481.50
Furnishing and Planting Shrubs	8,100 only	6.17	49,977.00
Bark Mulch	250 unit	75.00	18,750.00
Lawn Construction	All Required		13,414.00
Irrigation System	All Required		61,085.11
			$151,729.61

Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
Install Water Meter	All Required	1,700.00
Furnish Water Meter	All Required	1,900.00
		$ 3,900.00

Subtotal	$155,629.61
10% Engr. & Cont.	15,562.39
Total	$171,192.00

Length of Project - - - 0.00 Mile

Federal Funds -	$157,958.00
State Funds -	13,234.00
Total Cost	$171,192.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7824

Prefix: 631-1077

7824

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE January 24, 1973

Federal-aid Project No. I-80N-6(54)261

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7824 State Force Order No. 4

Project La Grande

Highway Old Oregon Trail

County Union

This order covers the cost of furnishing electrical power to the contractor for testing and operating the electrically controlled irrigation system as provided in Section 684.32 of the Standard Specifications.

The estimated cost of this order is $100.00 with Federal participation in the amount of 90.00 Reimbursement on an actual cost basis is requested.

This furnishing of electrical power was tentatively recommended for approval by the Federal Highway Administration Area Engineer January 18, 1973.

Your approval as of January 18, 1973 is requested.

Attach.

BMW:dgk

STATE COPY

FORM PR-33A
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

10-27-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Union	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
10/27/72	R. A. Nichols, Area Engineer		I-80N-6(54)261

NOTED
A. E. JOHNSON

In Company With

Mr. Joseph A. Schlieski, Resident Bridge Engineer.

Location

The project is located in the Wallowa Lake Interchange (I-80N) in LaGrande, Oregon.

In Comp. 11-17-72

Contractor Name and Address

Baltz and Son Company

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
9/22/72	$151,729.61	June 30, 1973	9/22/72	10/16/72
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**	
Satisfactory	Satisfactory	10 %	8%	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Roadside Improvement	Y003				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

RECEIVED
NOV 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

LA GRANDE SECTION
OLD OREGON TRAIL HIGHWAY
Roadside Improvement

NOV 13 1972

REGIONAL OFFICE

11-14-72 original on file

The contractor has excavated for about 2/3 of the main waterlines and about 1/2 of the laterals. Some pipe for the main lines has been placed in the trenches but not tested nor covered. The markings on the pipe indicate the pipe is in accordance with the plans and specifications.

The contractor's crews were trenching for the lateral adjacent to the D line in area A and dumping topsoil in the median area.

The plans indicate the power source is to be located in an area which can only be reached by climbing a fence or via the freeway. Either way is not feasible so the power source is being located in a more suitable location at an estimated cost of $128.

Also due to construction difficulties the location of the water meter is being changed. Although it will cost about $1,000 more than the original estimated cost to place the meter in the new location, it will not cost more than the actual expense that would have occurred if the meter had been placed in the original location.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

RECEIVED
OCT 12 1972
FOR FILING

824

October 12, 1972

Baltz and Son Company
9817 East Burnside
Portland, Oregon 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7824 for roadside improvement on the La Grande Section of the Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity - Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
Joe Schlieske
Roy Olson

RECEIVED
SEP 22 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7824

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer DATE September 28, 1972
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of September 18, 1972 is requested in the award of contract for the La Grande Section, Project No. I-80N-6(54)261.

The contractor receiving the award is Baltz and Son Co., in the amount $151,729.61 with Contract No. 7824 assigned. This bid was received on Sept. 14, 1972, and awarded Sept. 22, 1972.

All right-of-way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with paragraph 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Admin. endorsement

Date _____

I concur in the award.

G. L. Green
Acting Division Engineer

DAR:bb

7824

September 25, 1972

Balts and Son Co.
9617 E. Burnside Street
Portland, Oregon 97216

Gentlemen:

The State Highway Commission on September 22, 1972, accepted your proposal for roadside improvement on the La Grande Section of the Old Oregon Trail in Union County for the sum of $151,729.61 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day clearance was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7824.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

bc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
W. E. Schwartz
Joe Schlieski
Roy Olson
Wm. Geibel SAIF

RECEIVED
AUG 20 1972

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-80N-6(54)261

STATE PROJECT NO.
LAGRANDE SECTION

FROM:
G. L. GREEN
ACTING DIVISION ENGINEER
SALEM, OREGON
8-16-72

PROGRAM NO.

ITEM NO.
1-696

COUNTY NAME
UNION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

RECEIVED
STATE HWY ENGR
FBK
AUG 17'72

REFER TO

FOR

Info	nves	R/D	D/R	Sign	Act.	File

TO:
7824 G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
AUGUST 9, 1972	AUGUST 9, 1972	INTERSTATE ROUTE I-80N
		STATE ROUTE NUMBER: OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $200.00; TEMPORARY EROSION CONTROL $100.00; INSTALLATION OF WATER METER $1,700.00 AND FURNISHING OF WATER $1,900.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $200.00
  TEMPORARY EROSION CONTROL $100.00
  INSTALL WATER METER $1,700.00
  FURNISH WATER $1,900.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 7, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

8-21-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-72		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
AUG 10 1972
FILING

OREGON STATE HIGHWAY DIVISION

7824

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE August 7, 1972

FROM L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

Complete P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on August 31, 1972.

I-80N-5(41)206	Pendleton Interchanges
I-80N-6(54)261	La Grande Section
I-5-4(73)193	Judkins Pt.-Battle Cr. Intcghe. Sec.
I-5-5(57)250	Battle Cr. Intchge.-N. Tigard Intchge. Sec.
I-5-6(76)295	N. Tigard Intchge.-Wash. St. Line. Sec.
US-466(11)	Sunset Hwy.-Beaverton Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions regarding the project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the previously submitted right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the previously submitted utility-railroad status report.

We are also readvertising the following previsouly advertised projects which were rejected because the bids were considered too high.

I-80N-4(24)134	Arlington Section
I-80N-7(38)343	Lime Section
I-80N-6(55)256	La Grande Section

DAR:dg

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

RECEIVED
JUN 1 1972
FOR FILING

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 30, 1972

In reply refer to: 10-35-DA

7324

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(54)261
LaGrande Roadside Improvement Project

In response to Mr. Hunter's May 19 letter, it is our view that the extra cost for the sod lawn is not supported by apparent benefits. Also it seems reasonable that the unit costs of 9¢/s.f. for seeded lawn and 15¢/s.f. for sod lawn could be substantially different for the conditions and area involved in the LaGrande project. For example, the cost for sod could be higher with increased haul and the cost for seeded lawn less if the quality of top soil did not require a conditioner.

F. B. KLABOE
NOTED

NOTED
E. S. HUNTER

6-5-72

cc Hall

RECEIVED
MAY 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAY 22 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7824

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 19, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT La Grande Roadside Improvement Project

The La Grande roadside improvement project is scheduled for the August letting.

One of the bid items is the installation of sod lawn. This is a lump sum item which includes lime treatment, 2" of mushroom compost or other organic material, inorganic fertilizer, tilling, leveling, and installation of sod.

To date, the installation of sod lawn was specified for:

Willamette Falls Safety Rest Area
S. W. Hall and S. W. Alder Mini Park
Driftwood Beach Access
Jantzen Beach

The contractors elected to use sod lawn instead of seeding on Sunset Safety Rest Area and Agate Beach State Park at no increase in cost.

The Highway Division's Region Engineers have concurred that using sod for lawn construction is far superior to planting seed, because of the short establishment time and the desirability from a maintenance standpoint of starting with a weed free lawn. The public receives an added benefit by being able to use the lawn areas much sooner than under the seeding procedure.

Past experience with seeded lawn areas had been that in most cases the stand of grass is uneven; over seeding is required to fill in the bare spots, and it usually takes two seasons before the lawn is acceptable.

The cost of sod has decreased from 25¢ a square foot on the Willamette Falls Safety Rest Area to 15¢ on the most recent installation at Jantzen Beach.

For comparison, the West Linn Interchange lawn areas were seeded at a cost of 9¢ per square foot which included soil conditioner, fertilizer, seed, and lawn construction. This is the second season, and the lawn areas are still not acceptable.

In most cases, planting of lawn is specified for urban interchanges and safety rest areas where expensive sprinkling systems are installed. In these areas, a neat turf promotes good relations with the public as well as with the contractor.

Approval is requested for the installation of sod lawn for the subject project. The estimated difference in cost for nine acres is $23,400.

REO:ESH:vmt:jf

bc: Tom Edwards
F. B. Klaboe
Frank Hall
Roy Olson

TRANSACTION NUMBER 3-21

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-7-72

BY (Signature): MR. YOUNG'S MARCH 2, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 696 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
696	I-80N-6(54)261	0.00	241,500	222,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
I-80N-WALLOWA LAKE INTERCHANGE SECTION (LAGRANDE)	LANDSCAPING

3-10-72

RECEIVED
MAR 1972
FOR FILING

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-7-72	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 6 - 1972
FOR FILING

7824

March 2, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate Project, Item No. 696, Project No. I-80N-6(54)261, "La Grande Section", which we desire to have included in the Federal-aid Interstate program.

It is our intention to receive bids for this project on April 27, 1972.

FHWA concurred in memorandum of January 25, 1971, that the landscape work under this project is stage construction and, as such, received design approval with that for the initial construction accomplished under Project I-80N-6(42). Therefore, the requirements of IM 50-1-70 and PPM 20-8 for this section were complied with under said Project I-80N-6(42).

An environmental statement is not required for this project under the provisions of PPM 90-1, as design approval is considered to have been given prior to January 1, 1970.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enclosures

JG:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-2-72

FEDERAL - AID (PP

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): I-80N Wallowa Lake Intchge. (La Grande) 21 65

ADT — PRESENT: 2,650 — FUTURE: 4,700 (66) (70) (7

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Landscaping 25 62 — NATL. FOREST (63)(65) — I-H ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73) — PL. (74)

COUNTY NAME

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate — ROUTE NO. I — FEDERAL I-

NAME OF URBAN AREA: La Grande 17-31 — ESTIMATED PROJE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUN
	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
1							I-80N Wallowa Lake Interchange (LaGrande)			
5					PE					
5					ROW					
5					CONST (CODE) Y003		"La Grande Sec."	0.00	241,500	222,8
							PROJECT TOTALS	0.00	241,500	222,8

(16) (23)(24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

de)	ADT	PRESENT 2,650	FUTURE 4,700	YEAR 91	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 696
									T. Projects Only

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 80-6	SEQ. NO. (54)	POST MI. 261	DESIG. N

COUNTY NAME Union	CODE 061	PROGRAM STAGE [ ] 1 OR [X] 2	
ROUTE NO. I	FEDERAL-AID I-80N	STATE 6	U.S. I-80N

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Landscaping consisting of planting trees, shrubs & lawn. Install irrigation system.
					ROW - 280' min.; Access Control - full; Parking Restrictions- complete.
0.00	241,500	222,800	18,700		
0.00	241,500	222,800	18,700		

REMARKS

Additional Data: Item 594; Project I-80N-6(42)

-over-

USCOMM DUSCOMM-DC 48908-P61

LA GRANDE SECTION

Remarks - continued

Information for PR 37-B: R/W-1, R/W-F; Sanitary Facilities - N.

Project Data: This project consists of furnishing and planting trees, shrubs, lawn, installation of an automatic irrigation system, and incidental work common to this type of project.

Clearinghouse Review, Public Hearings and Design Approval: FHWA concurred in memorandum of January 25, 1971 that landscaping of this section is merely a final stage of construction and as such received design approval with that for the initial construction accomplished under Project I-80N-6(42)256. Therefore, the requirements of IM 50-1-70 and PPM 20-8 for this section were complied with under said Project I-80N-6(42).

Environmental Statement: Not required under the provisions of PPM 90-1, as design approval is considered to have been given prior to January 1, 1970.

RECEIVED
DEC 22 1971
FOR FILING

7824

December 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Oregon Project I-80N-6(-)256

Attached are plans showing landscape treatment proposed for the Wallowa Lake Interchange of the LaGrande Section.

The colored areas require irrigation and consist of approximately six acres of shrubs and 7.5 acres of lawn. The tree locations shown right of the "C" line and left of the "B" line will be watered by a snap valve system, and the balance will be on automatic controllers.

From past experience, irrigation is required for successful planting in the eastern Oregon area.

Early approval is requested so plans can be completed in time for the February 1972 letting.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Att.

REO:vmt ia

bc R. L. Porter
Tom Edwards
F. L. Hall
R. E. Olson
H. S. Coulter

RECEIVED
DEC
Form FHWA-101 (12-67)
UNITED STATES GOVERNMENT
FOR [illegible]

Memorandum

I-80N-6(45)256

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7824

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 25, 1971

In reply refer to: 08-35-EC

1-29-71

SUBJECT: Oregon Project I-80N-6(-)256
LaGrande Section
Design Approval for Roadside Improvement

As requested in Mr. Young's January 8 letter we agree that the landscaping of this section is merely the final stage of its construction and as such received design approval with that for the initial construction project. This does not include approval of the installation of irrigation systems. Your designers should not proceed with the detailed layout of any area that will involve irrigation until the irrigation system proposed has been reviewed and approved separately.

RECEIVED
JAN 27 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 12 1971
FOR FILING

7824

January 11, 1971

Design Approval
La Grande Section
(Roadside Improvement)
Project I-80N-6(--)256
Old Oregon Trail Highway
Union County

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We hereby request your concurrence that design approval for the subject project was given under Federal Highway Administration memorandum of May 13, 1969, which granted design Approval for Project I-80N-6(42)256, La Grande Section, which is presently under contract.

The proposed project is stage construction necessary to make this section conform to present "Interstate Standards" which requires a facility to have a natural pleasing appearance appropriate to its environment. The work consists of planting trees, shrubs and/or woody ground cover intermittently throughout the length of the project including West La Grande, Wallowa Lake Highway and Union Junction Interchanges. Irrigation systems and lawns will be included at the three said "Interchanges" as warranted.

The cost of the proposed roadside improvement work was included in the 1968 Interstate Cost Estimate compiled in accordance with Section 104(b)(5), Title 23, U.S. Code, Highways.

We further request your concurrence that the requirements of PPM 20-8 was fulfilled for the "Roadside Improvement Project" under said Project I-80N-6(42)256 and that no further action is required.

We also request your concurrence that inasmuch as this work is considered stage construction and the right of way was acquired prior to September 30, 1969, the subject project is exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrence for the proposed project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:dg
cc: F. B. Kialos
Frank L. Hall
R. W. Ellison
R. H. Chase
D. L. Gifford

7825 Sunset Hwy.-Beaverton Sec. 1972
Beaverton-Tigard Hwy.
(Hwy. Illum.)

7825

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

CC:
OSHD (E S Hunter)
Wash. D.C. (HBO-32)

FINAL ACCEPTANCE REPORT

10-22-76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Washington	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
10-22-76	W. N. Bryant, Area Engineer		BHS-US-466(11)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-28-74	4-9-75	174 %	273 CD

APPROVED EXTENSIONS	LOCATION
146 CD	Beginning at N. city limits of Beaverton extending North 1.47 miles along SR-217 to the Junction of US 26.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
E. S. HUNTE

CEDAR HILLS INTERCHANGE-TUALATIN VALLEY HWY. INTERCHANGE
BEAVERTON-TIGARD HIGHWAY
Illumination

This project provided for the installation of lineal illumination and illumination for the on and off ramps of three (Cedar Hills, Walker Road and Tualatin Valley Hwy) interchanges. Work began on 2-2-73 and was completed 8-28-74 at a final cost of $358,337.39 which includes $307,000 for original bid item work, $258.96 for anticipated work, $35,127.02 for contingencies and $33,601.41 for construction engineering or approximately 6.8 percent below the authorized amount of $384,594.72.

COPY SENT

A request for an additional 146 days was approved on 12-9-75.

NOV 0 1 1976

Washington

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
Keaney
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant		SIGNATURE: E. J. Valach	
TITLE: Area Engineer	DATE: 10-22-76	TITLE: District Engineer	DATE: 10-26-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

1	2–4	5–8	9–12	13–15	16–18	19–22	23–24	25–27	28–30	31–33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Washington	EHS-US-466(11)	

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
A		CONSTRUCTION TYPE CODES		Y030		2-2-73
A	20	FINAL CONSTRUCTION COST	DOL.	339,336		DATE COMPLETED 8-28-74
A	21	LENGTH OF PROJECT	MILES	1.457		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 5683	GROSS EARNINGS 44,465.00

CARD					
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	256,938	
B	9	PETROLEUM PRODUCTS	GAL.	1321	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
C	92		CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD. FT		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.		
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.		
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
E	15	AGGREGATES PRODUCED	TON		
E	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.		
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	336,609	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52	53–61	62–70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

7825

15

ROBERT W. STRAUB
GOVERNOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 29, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

Federal-aid Project
No. FHS-US-466 (11)

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Federal-aid Project Acceptance

Contract 7825, Work Completed August 28, 1974

Project Sunset Highway-Beaverton

Highway Beaverton-Tigard

County Washington

Acceptance: Transportation Commission April 9, 1975

Federal Highway Administration September 30, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Statement of Materials & Labor, Form PR 47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

Attachments
DC: eb
cc: R. Hacak
R. D. Church

7825

15

June 17, 1976

General Insurance Co. of America
Portland Service Office
1300 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $8,000.00 will be made to Sime Electric, Inc., on Contract No. 7825 for illumination on the Sunset Highway-Beaverton Section of the Beaverton-Tigard Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $347,335.98 including the post-final payment. Of the total $776.81 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sh

cc: Sime Electric, Inc.
721 S.E. Oak Ave.
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
E. L. Hardt

7825

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7825

Salem, Oregon
April 9, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Sunset Highway-Beaverton
Contract No. 7825
Contract Claim - P.A. 1

TO: Marion Craft
Region Construction Engineer

H. S. COULTER

Confirming our recent conversation, please try to reach a compromise settlement of the contractor's claim for additional compensation on the P.A. 1 work. The derivation and amount of this should recognize that the original contract included 5 type "B" towers anyway. Some of the discussions of the time extension and the claim have left me with the feeling that we somehow lost sight of that fact. One component of the claim was interest on retainage in the amount of $1,249.65. This is hard to justify. Ordinarily, a contract time extension is the contractor's only recourse and we have done that. We note that the contractor's May 14, 1973 letter prior to the Price Agreement No. 1 approval does not cite that factor. More recently, the contractor under date of January 23, 1976, (copy attached) makes further claim for $2,605.46 for interest on the liquidated damages refunded with part of it relating back to June 1974. The contractor's request for time extension is dated after that (September 19, 1974). We should resist this idea of indexing interest into claim or time extension matters. They are simply not regular contract earnings and we need reasonable amounts of time to analyze and respond to them and often have to secure furtner information from the contractor in order to have a valid and complete request from him.

The information in the last paragraphs of the contractor's May 14, 1973 letter is pertinent to the problem now and in view of it and the resident engineer's more recent recommendations and your own, we would sanction a lump sum settlement of all claims, complete and final, including interest obligations, if any. I don't want to limit this to an exact figure, but obviously the contractor's claim is inflated as presented.

A key question remains whether the original five unchanged illumination towers would have been completed without any of these alleged added expenses had there been no Price Agreement No. 1.

JAB:fr

Att.

cc: H. S. Coulter

RECEIVED
APR 9 1976
Office of
Assistant State Highway Engineer

7825

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

RAY O. SIMS, PRESIDENT
WM. H. SIMS, VICE PRESIDENT
W. D. MATTSON, VICE PRESIDENT
C. W. WAKEFIELD, SECRETARY
GLENN B. CLUTE, ASSIST. SEC.

SIMS ELECTRIC INC

PLEASE REPLY TO:
~~SIMS ELECTRIC OF MEDFORD, INC.~~
~~P.O. BOX 1430 (27 W. MAIN ST.)~~
~~MEDFORD, OREGON 97501~~
Sims Electric, Inc.
721 S. E. Oak Ave.
Roseburg, Ore.

January 23, 1976

RECEIVED
JAN 26 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

1-26-76
orig w/ att.
to Keaney
TAA

Mr. C. W. Head, Commission Services
Department of Transportation
Oregon State Highway Building
Salem, Oregon 97301

Dear Sir:

Please refer to the post-final payment #18PF in the amount of $14,600 representing payment as a result of a 146 day time extension on Contract #7825 for work on the Sunset Highway-Beaverton section of the Beaverton-Tigard Highway in Washington County.

The liquidated damages assessed were entirely a result of a change in the work resulting in Price Agreement No. 1 being issued. Without the change order the work would have been completed on schedule, no damages assessed and payment made in 1973.

It is our position that interest at the rate of 12% per year is due and payable on this amount, all as calculated on the attached summary and for the following reasons:

1. This Contractor has been out the expenses of the work and has been without the use of the funds, which has made it necessary for us to borrow this sum from Douglas National Bank here in Roseburg for the entire period.

2. The State of Oregon has had the benefit of the funds for this same period in their investment program.

3. The delay for which liquidated damages were assessed was for the benefit of the State, not the Contractor, and it is the Contractor that has been injured, suffering the financing costs of this post-final payment.

4. The Contractor has in no way been reimbursed for these financing costs. They were not known at the time a price agreement was processed so this cost was deferred. (See OSHD letter dated July 17, 1973 attached)

Attached please find copies of the appropriate contract payment vouchers, a copy of the time extension letter, a copy of the statement of calendar day charges which establishes the dates and a copy of our work sheet used to determine the amount of the financing costs.

We therefore respectfully request that financing costs or interest costs be reimbursed in the amount of $2,605.46.

Very truly yours,

SIMS ELECTRIC, INC.

Ray O. Sims,
President

ROS:ls
Enclosures

RECEIVED
JAN 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7825

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7825

Salem, Oregon
January 16, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Sunset Highway-Beaverton (Illumination
Contract No. 7825
Claim, P.A. No. 1

TO: Ed Hardt
Region 1 Engineer

M I L W A U K I E

Herewith copy of a December 18, 1975 letter with an attachment dated May 14, 1973 from Sims Electric, Inc. The contractor submitted this after being advised of the 146-day time extension which was granted on this project. The contractor is still pursuing his claim for additional compensation on the P.A. 1 work and this newest letter from him brings out a little different perspective on it than we had when we recommended it be denied.

We particularly note item 4 of the contractor's letter. We have been interpreting Price Agreement 1 as complete and that most of the costs the contractor now seeks as a further claim adjustment were predictable and to some extent included in the price agreement amount. We did not understand that it was in any way intended to be "open-ended". Also our transmittal to FHWA in no way implied that. Nevertheless at this point, we should try to fulfill whatever obligation there is remaining, if any. The Resident Engineer and Mr. Adams both recommended some payment on this claim before. Please review and advise.

JAB:fr

Att.

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
JAN 16 1976
Office of
Assistant State Highway Engineer

7825

13

December 26, 1975

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Ave.
Portland, OR 97201

Gentlemen:

A post-final payment for $14,600 will be made to Sims Electric, Inc., on Contract No. 7825 for work on the Sunset Highway-Beaverton Section of the Beaverton-Tigard Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $339,335.98 including the post-final payment. Of the total $776.81 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Sims Electric, Inc.
721 S.E. Oak Ave.
Roseburg, OR 97470

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

FFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

Y O. SIMS, PRESIDENT
. H. SIMS, VICE PRESIDENT
. D. MATTSON, VICE PRESIDENT
. W. WAKEFIELD, SECRETARY
LENN B. CLUTE, ASSIST. SEC.

SIMS ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC, INC.
721 S. E. OAK AVE.
ROSEBURG, OREGON 97470

December 18, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Coulter
Assistant State Highway Engineer

Dear Mr. Coulter:

Thank you for your letter of December 15th which granted an extension of time of 146 days on Contract No. 7825 for work on the Sunset Highway-Beaverton Section of the Beaverton-Tigard Highway in Washington County.

After discussing this with our Supplier, Mr. Walker Brown of Ameron Pole Products, we are pleased to advise that leaving the 30-½ days of liquidated damages in effect is acceptable. He does ask if the "Liquidated Damages Extention" file could be opened to his inspection upon request in the event he needs the information contained in it to properly settle the account with his sub-contractors.

Regarding our claim for additional compensation related to the Price Agreement No. 1 we must protest the denial based on their being no valid reason to amend it and ask that you consider the following:

1. Kindly refer to page 2 of the attached letter dated May 14, 1973 for the costs, noting that additional job-site costs were contemplated. This was discussed verbally with the Resident Engineer and otherwise referred to in our letter of July 12, 1973. The only question left open was the magnatude of the costs, as the extent of the delay was not yet known.

2. These additional costs are not to be confused with a

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Contractors normal overhead or fee costs, as they are direct job costs and are not a part of the Contractors fee as presented in our quotation and as accepted by the change order.

3. Price Agreement No. 1 does not include these costs, and it does not preclude their being included in another price agreement or amendment to this price agreement.

4. At the time Price agreement No. 1 was presented to the writer for signature the Resident Engineer was contacted by telephone and asked if executing it would preclude the payment of these costs when they were known. He advised that to his knowledge it would not, and that he would process them as a claim.

We therefore respectfully request that you reconsider this claim in our favor. We would be pleased to meet with you or a member of your department at your earliest convenience to bring the matter to a satisfactory conclusion.

Very truly yours,

SIMS ELECTRIC, INC.

Ray D. Sims
President

ROS:nb
cc: Walker Brown, Ameron Pole Products
Howard Harris, Resident Engineer Tigard
Enclosure

May 14, 1973

Social Security	5.85%	135.54	
Workmans Comp.	2.34%	54.22	
State Unemployment	2.28%	53.01	
Federal Unemployment	.58%	13.44	
Health & Welfare	25¢ per hr.	70.00	
Edison Pension Fund	40¢ per hr.	112.00	
Wireman Old Age Benefit	1%	23.17	
Apprenticeship Contribution	2¢ per hr.	5.60	
NECA Service Charge	1.5%	34.75	
TRI-MET	.3%	6.95	
			$ 508.68
Contractors Fee (20%)	$2,825.68 + $148.75		$ 594.83
TOTAL COST, LABOR AND MATERIAL			$31,473.42

In addition, an increase in the number of work days required to complete the work is necessary. The exact delay is not known at this writing, but will probably be between 60 and 90 days. This delay will generate an additional job site cost for electricity, telephone, temporary direction and protection, crane rental etc. When the delivery schedule, especially on the lowering devices, is available, we will submit our request for time extension and related costs.

The suppliers have all been advised to proceed with the change, and expedite shipment of all items as soon as possible.

Kindly process the above for price agreement.

Very truly yours,

SIMS ELECTRIC, INC.

Roy O. Sims

ROS:lr
Enclosures

7825

45

December 15, 1975

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, OR 97470

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7825 for work on the Sunset Highway-Beaverton Section of the Beaverton-Tigard Highway in Washington County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 146 days is granted because of Price Agreement No. 1 which changed eight of the Type A illumination towers from bid item 2 in the contract to the Type B towers which were on bid item 3. This is for the time from April 3, 1973 to August 27, 1973 for rescheduling the additional Type B materials. This will leave 30-1/2 days of liquidated damages in effect at $100 a day.

Your claim for additional compensation related to the Price Agreement No. 1 work has also been reviewed. We believe the price agreement is valid and complete in itself. Payment in accordance with the price agreement has been made and we do not find a valid basis to amend it. The claim is hereby denied.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacak

May 14, 1973

Oregon State Highway Department
P.O. Box 23024
Tigard, Oregon 97223

Attention: Mr. Howard Harris, Resident Engineer

Reference: Sunset Highway-Beaverton Section, Beaverton-Tigard Highway
Washington County Contract #7025

SUBJECT: ILLUMINATION TOWER CHANGE

Gentlemen:

Following is our itemization of costs for the addition of lowering devices, and changing eight (8) towers from type A to type B, all as requested in your letter of April 12th:

1. Change Luminaires from Remote Ballast type to integral ballasts, per G.E. letter dated April 4th, and attached — $ 3,420.55

2. Eliminate Remote Ballast Cabinets, per Pouah Electric letter dated April 9, attached — $ 8,197.10 Cr.

3. Change type A poles to type B, and add the cost of eight (8) lowering device assemblies per Amaron Pole's letter dated May 10, 1973 — $ 27,435.00

4. Additional 2' depth for eight foundations per Mike Buggni's quotation dated May 8th — $ 1,600.00

Total — $ 24,244.45
Contractors fee (7.5%) — 3,639.65

Labor to assemble lowering devices and install in place of existing, and additional labor to handle and place eight (8) heavier poles

70 hrs. Foreman @ $13.95 — $ 623.50
210 hrs. Hireman @ $8.05 — $1,693.50

$ 2,317.00

8.75 days subsistence, foreman @ $11.00 — $96.25
26.25 days hireman @ $ 2.00 — $52.50

$ 148.75

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 9, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project EHS-US-466(11)
Sunset Highway-Beaverton Section
Request for Time Extension

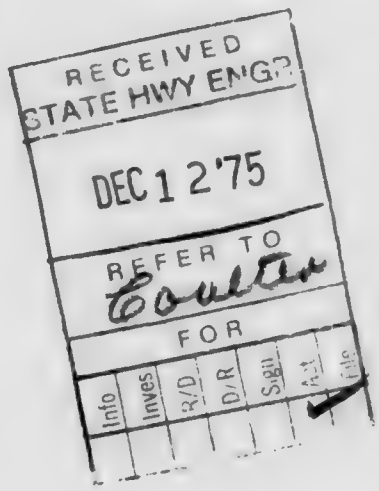
FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

For the reasons outlined in Mr. Coulter's December 4 letter, we concur in the 146 day time extension on the subject project.

for G. L. Green

Attachment



A-1 SS 2B A.B.

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

December 4, 1975

Mr. Glen L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

RECEIVED
STATE HWY ENGR
DEC 12'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Dear Mr. Green:

Sunset Highway-Beaverton Section
(Illumination)
Contract No. 7825
Request for Time Extension
FAP No. EHS-US-466(11)

Sims Electric, Inc. requests a complete time extension all because of Price Agreement No. 1 which changed 8 of the type A Illumination towers in the contract (these would require elevating platforms for maintenance) to type B towers which have a built-in lowering device. As contracted, the project included 5 type B towers anyway and this fact is pertinent in considering time extension. The contract time was on a calendar work day basis with 240 calendar work days allowed starting October 10, 1972. Early the following April, the State had made the decision to try to change the project so as to have all of the high towers with the self-lowering devices. The Resident Engineer uses a date of April 3 as the time when the contractor was notified of the change. This was relatively early in the contract time which was 36 percent gone on this date. It was August 27 or 146 days later when the Price Agreement No. 1 change was completely in effect and acknowledged by the pole manufacturer (Ameron). This time was all counted. During this time, the contractor did make progress on other items and the project moved from about 15 percent completion to 55 percent completion.

By early September, it was apparent that the high mast lighting work (type B) would control completion and the contractor was waiting for delivery of the high poles. The contract also included some 81 roadway lighting poles up to

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DEC 08 1975
OREGON DIVISION

about 50 feet in length which had been delivered to the project in July and were erected immediately thereafter. The Resident Engineer then issued a stop work order as of September 7 which was in effect until November 29 when part of the high towers were delivered to the project. This is 83 days time which was simply not counted out of consideration of the P.A. 1 change.

We ask your concurrence in 146 days time extension for the interruption in fabrication of the high towers. This will leave 30 1/2 days liquidated damages in effect at $100 per day.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 2, 1975

FILE: CON 5 #7825

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Sunset Highway-Beaverton Section
(Illumination)
Contract No. 7825
Request for Time Extension

Sims Electric, Inc. requests a complete time extension all because of Price Agreement No. 1 which changed 8 of the type A Illumination towers in the contract (these would require elevating platforms for maintenance) to type B towers which have a built in lowering device. As contracted, the project included 5 type B towers anyway and this fact is pertinent in considering time extension. The contract time was on a calendar work day basis with 240 calendar work days allowed starting October 10, 1972. Early the following April, the State had made the decision to try to change the project so as to have all of the high towers with the self-lowering devices. This was set forth in an April 5, 1973 letter from Bridge Design to the Resident Engineer. The Resident Engineer uses a date of April 3 as the time when the contractor was notified of the change. This was relatively early in the contract time which was 36 percent gone on this date. It was August 27 or 146 days later when the Price Agreement No. 1 change was completely in effect and acknowledged by the pole manufacturer (Ameron). This time was all counted. During this time, the contractor did make progress on other items and the project moved from about 15 percent completion to 55 percent completion.

By early September, it was apparent that the high mast lighting work (type B) would control completion and the contractor was waiting for delivery of the high poles. The contract also included some 81 roadway lighting poles up to about 50 feet in length which had been delivered to the project in July and were erected immediately thereafter. The Resident Engineer then issued a stop work order as of September 7 which was in effect until November 29 when part of the high towers were delivered to the project. This is 83 days time which was simply not counted out of consideration of the P.A. 1 change. This now appears to have been very fair to the contractor, as it is doubtful that the high mast poles would have been available on the project by September 7 had there been no Price Agreement No. 1.

The Region recommends 127 days extension. This is based on the delay to the supplier starting April 16. I would recommend using the earlier date of April 3 and on that basis would recommend 146 days time extension. This would leave 30-1/2 days liquidated damages in effect at $100 per day.

RECEIVED
DEC 4 1975
Office of
Assistant State Highway Engineer

The contractor has also made an escalation type claim in the amount of $9,710.73 for the impact of the P.A. 1 change. We believe the claim should be denied and propose to take that position in the belief that Price Agreement No. 1 was a complete agreement in itself for the change and should not be a mechanism to justify additional compensation to the contractor.

This project included some urban secondary funding, so FHWA concurrence in the time extension is required. Rough draft letters to the FHWA and to the contractor on the above basis are attached.

JAB:fr

Att.

cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7825 Contractor Sims Electric Inc.

Highway Beaverton-Tigard

Section Sunset Highway -- Beaverton

Kind of Work Highway Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 146 days extension of contract time because of Price Agreement No. 1 which changed 8 of the Type A Illumination towers in the contract (Bid Item 2) to the Type B towers (self-lowering) on Bid Item 3. This is time required to re-schedule the fabrication of material, (April 3, 1973 to August 27, 1973).

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No.	7825
Project designation	Federal (State-Federal)
Date awarded	September 22, 1972
Work started	February 2, 1973
Per cent completed	100% Feb. 4, 1975 (Date)
No. of Workdays Allowed	240
No. of Workdays Used	416½
No. of Added Workdays Requested	176½

SP*6785-734

P-220 (Rev. 9-72)

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
SEP 23 1974
FILE:

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 19, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 416½ days, within which to complete our Contract No. 7825, without the assessment of liquidated damages. The said contract is described as follows: Highway Illumination Washington County, Sunset Highway-Beaverton Section Beaverton - Tigard Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Work delayed from April 3, 1973 until August 13, 1973 because of the change in design from Type A to Type B towers requiring lowering devices and a heavier pole, which resulted in a stop order being placed with the manufacturers. Time was then required to redesign, re-submit costs and shop drawings for approval and reschedule production, all of which resulted in Price Agreement #1 being issued. Additional time was required after August 13, 1973 to develop, submit, revise and re-submit, and then approve the shop drawings. Then after the towers were delivered on December 3, 1973 until April 19, 1974 they were being inspected and tested before field approval was given for erection.

Respectfully submitted,

SIMS ELECTRIC, INC.
Contractor

By

CONSENT OF SURETY

Date September 19, 1974

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. K. Bailey Attorney-in-fact (SEAL)

J. K. Bailey Resident Agent

October 21, 1974

Mr. Howard Harris, Resident Bridge Engineer
Oregon State Highway Department
P.O. Box 23324
Tigard, OR 97223

Reference: Lighting Contract #7825, Price Agreement #1

SUBJECT: Request for Additional Work Days

Gentlemen:

Please refer to our letter of September 19th covering our request for additional work days.

Attached please find three copies of the Ameron Pole Products Division's additional documentation covering their production delay, lost time of approximately 117 days. Not included was an approximate 35 days lost by Holophane from October 12 to the end of November which was the period of time required to try to secure and manufacture the special high strength alloy for the winch plate.

If additional information is required, kindly advise.

Very truly yours,

SIMS ELECTRIC, INC.

Ray O. Sims

ROS:lw
Enclosure

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 23 1974
FILE:

4417 OAKPORT STREET, OAKLAND, CALIFORNIA 94601

Pole Products Division

Telephone: (415) 261-3341

SUBJECT: Manufacturing and Lead Time Schedule for Towers and Lowering Devices and Summary of Significant Dates

O.S.H.D. Contract 7825
Hi-Level Illumination
Washington County
Beaverton, Oregon

Contractor: Sims Electric
Roseburg, Oregon

1972	
Aug. 31	Project Bid Date
Nov. 28	Order Received General Electric Supply Co. Portland
1973	
Jan. 24	Drawings Submitted to O.S.H.D. for Approval
Feb. 8	Drawings Returned, Approved as Noted
Feb. 11	Manufacturing Begins
Feb. 13	Tower Drawings Re-Submitted to File Showing Corrections as Noted. Material Change to A572 from A595.
Apr. 5	O.S.H.D. Request for Re-Submittal on Holophone - Correction On-Power Source
Apr. 12	Letter from Sims Electric Indicating Possible Change Order
Apr. 16	Letter from Sims to GESCO Requesting Prices to Change 8A Towers to B.
Apr. 16	Stop Order Issued on 8A Towers - Advise Holophone of Change Order
May	81 - 50' Highway Light Poles Shipped
May 10	Quoted GESCO Change Order Price.

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
MAY 23 1974
FILE:

May 11	Re-Submitted Drawings for Approval of 8 Towers on Change Order. Done to Expedite if C.O. Approved
June 4	Letter to Walt Hart O.S.H.D. Bridge Engineer. Advising 9/16 Material for Towers not Available - Request 5/8 be Approved.
June 11	5/8 Material Approved
Aug. 13	Received Authorization from Sims and State to Proceed with Change Order
Aug. 27	Final Approval Drawings on Change Order Received from States
Aug. 27	Notified Production and Holophone to Proceed with Manufacturing per Change Order.
Sept. 13	Letter from Holophone Telling of State Change in Circuit Breaker Housing. Requested to Re-Submit Drawing MD-21.
Oct. 10	Holophone - MD-21 Revised Drawing Approved
Oct. 12	Letter to Holophone Approving MC144 Drawing. State Requires Special High Strength Alloy Steel for Wench Plate - .375 Thickness
Oct. 16	Holophone Advises High Strength Alloy Unavailable on Special Order.
Nov. 13.	Holophone Advises have Received Special Alloy Steel - Schedule to Ship 11/30/73
Nov. 28	Towers - Shipped to Job Site
Dec. 4	Holophone Advises Delay in Receiving Lowering Cables. Schedule to Ship 12/14/73
Dec. 18	All Lowering Devices Shipped to GESCO Portland

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 23 1974
FILE:

1974

Apr. 19, 1974	Towers Approved
Aug. 28, 1974	Job Completed

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
Oct 23 1974
FILE:

Towers Mfg by Ameron Pole Products

Lowering Devices Mfg by Holophane

Manufacturing Time Schedule for OSHD CONTRACT # 7825
for 13 Towers and Lowering Devices.....

1972			1973			
OCT	NOV	DEC	JAN	FEB	MAR	APR
31	30	31	31	28	31	30

Project Bid---Orders Recieved and Placed. Design Engineering and drawings begin.....

Engineering drawings-submittals sent to O.S.H.D. Approved Mfg begins Feb 8 73.....

April 16 73
A Towers. R
Change Orde
Production

Change in Lowering Devices Electrical Systems Special Special Wench Plate. Sept 9 thru Oct 12..Production days lost 24.

Towers and Lowering Devices on job site by Jan
Field Inspection and Repairs made Towers Appro

Projected Completed Aug. 28 1974.....

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
Oc 23 1974
FILE:

Schedule for OSHD CONTRACT # 7825

owering Devices.....

1973

	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT
	28	31	30	31	30	31	31	30

ering drawings-submittals	April 16 73 Change Order issued. Stop order issued on 8 .
O.S.H.D. Approved	A Towers. Resubmitt drawings for approval. Aug 13 73
ins Feb 8 73.....	Change Order Approved...Aug 27 Drawings Approved
	Production resumes. Production Days Lost 93

1974

	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT
	28	31	30	31	30	31	31	30

and Lowering Devices on job site by Jan 7 74...

Inspection and Repairs made Towers Approved April 19 74.

ted Completed Aug. 28 1974.....

RTMENT
ER
ED

FOR MR. _____
Chief Hwy

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

4-25-75

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Douglas S. Coats Construction No. 8057	Fifteenmile, Ramsey & Larch Creek Bridge, FAS 709 & 710 Wasco County	March 24, 1975
Klamath Paving Co. No. 7991	Hess Cr.-Chehalem Cr. (Newberg), Pacific West, Yamhill County	March 27, 1975
Sims Electric, Inc. No. 7825	Sunset Highway-Beaverton, Beaverton-Tigard Highway Washington County	April 9, 1975
Douglas S. Coats Construction No. 8100	Fifteenmile Creek (Quarry) Bridge), Wilbur West County Road, Wasco County	April 16, 1975
F. G. Scott Construction Co. No. 8048	Deschutes River Bridge, Warm Springs Highway, Jefferson County	April 18, 1975
Olson Electric Company, Inc. No. 7998	Pacific Highway E. & Young Street (Woodburn), Pacific East, Marion County	April 18, 1975
Ross Bros. Construction, Inc. No. 7990	Forest Grove Section, Tualatin Valley Highway, Washington County	April 18, 1975
L. K. Comstock & Co., Inc. No. 7999	Jantzen Beach Interchange, Pacific Highway, Multnomah County	April 18, 1975
Robert & James Crick Company No. 7952	Multnomah Falls-John Day River, Columbia River Hwy., 4 Counties	April 21, 1975
Douglas S. Coats Construction No. 7996	Willow Creek ("C" Street, Madras) Bridge, FAS 16-108 Jefferson County	April 21, 1975

April 25, 1975

J. B. Kelly

Administrator and State Highway Engineer

7885

R

April 22, 1975

General Insurance Company
of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

On April 11, 1975, we wrote to you concerning release of final payment on Contract No. 7825 awarded to Sims Electric, Inc., for work on the Sunset Highway-Beaverton Section of the Beaverton-Tigard Highway in Washington County.

Final payment on this contract is $16,197.96 and the total contract amount is $324,735.98 including $776.81 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

jo

cc Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacak
E. L. Hardt

#7825

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: March 19, 1975

In reply refer to: 1041DA

SUBJECT: Oregon Project EHS-US-466(11)
Sunset Highway - Beaverton

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter dated March 7, concerning State Force Order No. 1.

The use of State forces is approved as being in the public interest under provisions of the FAM for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special equipment and trained personnel to perform the work most economically.

3. The design of the shields has to be done on a one at a time basis until the proper combination is found by using mockups and observing the effectiveness of each installation.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

for G. L. Green

NOTED
H.S. COULTER

Enclosure
State Force Order No. 1

cc:
Region (IOCM) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
MAR 24 1975
Office of
Assistant State Highway Engineer

3-24-75
orig. to Cont. Payments
cy. Keasey

RECEIVED
STATE HWY ENGR
MAR 21 '75
REFER TO
FOR
Info | Inves | R/D | OE | Sp

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Sunset Highway - Beaverton Date January 27, 19 75.

Highway Beaverton - Tigard Contract No. 7825 F. A. Project No. EHS-US-466(11)

County Washington Prefix 134-1060 Account No. 277-01

Description of Work To Be Done: Determine number and type of shielding required for Tower Illumination. Manufacture and install permanent shields.

APPROVED EFFECTIVE DATE 1-28-75
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Dist. Engineer
DATE 3/19/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Throughout project.

Estimate of Quantities and Costs:

Material:	$9,000.00
Labor:	$5,000.00
Equipment:	$600.00
	$14,600.00

Explanation: Shields are required to cut light on greenhouses in the area and to solve resident complaints.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$384,592.72
Present estimate of project cost, including $14,600.00 for work under this order	$372,942.36
Expected under-run / ~~over-run~~ (amount)	$11,652.36
Expected under-run / ~~over-run~~ (per cent)	3.03%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

DC
3-7-75

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

7825

CON-5-7825

Robert W. Straub
XXXXXXXXXX

March 7, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. EHS-US-466(11)

SUBJECT Request Change Order Approval

Contract 7825, State Force Order No. 1

Project Sunset Highway - Beaverton

Highway Beaverton - Tigard

County Washington

Numerous complaints have been received from property owners adjacent to this project about the intensity of the High Mast Illumination in this area. This order covers the cost to determine the number and type of shields which will be required to correct this problem. Also included in this order will be the cost to manufacture and install the shields. The design of the shields will be on a one at a time basis until the proper combination is found by using mock ups and observing the installation. It has been determined that it would be in the public interest to have this work performed by State Forces due to the nature of the work as the contractor is not equipped to do the design work and would have to be recalled from a long distance to install them. State Forces can do the work from their local headquarters at a savings.

The estimated cost of this work is $14,600.00 with Federal Participation in the amount of $13,130.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer January 28, 1975.

Your approval as of January 28, 1975 is requested.

Attach.

BMW:wm

7825

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 21, 1975

FILE:

Contract 7825

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. E. L. Hardt
Regional Engineer

SUBJECT:

Cedar Hills Interchange
and I-5-I-205 Interchange
Contract 7825
Illumination

NOTED
E. S. HUNTER

In accord with my letter of January 16, personnel from the Bridge Section met with you the afternoon of January 20 and then visited the subject sites in the evening.

At the Cedar Hills Interchange it appears that all complaints about the tower lighting, except those involving the greenhouses, are a result of fixture brightness. The persons complaining can see the light source and believe they are receiving objectionable light spill on their property. Actually, the light being received by those complaining is about the same intensity as that they enjoy on a moonlight night.

This situation can probably be resolved by installing shields around each luminaire unit to reduce fixture brightness. Louvers inside the shields should not be required to accomplish this. In the area of greenhouses, shields plus louvers will be required to provide the severe cut-off of lighting required. A cardboard mock-up of the shields will be required in order that actual shields which will be fitted to the luminaires can be fabricated.

A cardboard mock-up of shields with louvers will be required for the luminaires in the area of the greenhouses. These mock-ups, especially those with louvers, will be made in the field at night by trial and error. As you requested, Mr. Robert Dixson, Illumination Engineer, will direct this mock-up work. He has made arrangements with Mr. Harris for personnel to assist him. It is planned for work to begin the night of Wednesday, January 22, and will continue each night until the required mock-ups are completed. I understand that you will have the actual shields and attachments fabricated and that maintenance forces will install them.

We have made no arrangements with FHWA for federal funding for this work.

RWE:dh

cc E. S. Hunter
C. T. Keasey
Howard Harris
G. J. Ballard

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7825

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Contract 7825

.....Salem, Oregon.....
.....January 16, 1975.....

WALTER J. HART

FROM: Walter J. Hart
Bridge Engineer

TO:
Mr. E. L. Hardt
Regional Engineer

SUBJECT:
Cedar Hills Intch.
Sunset Highway, Washington County
Contract 7825
Illumination - Light Level
Intensity for Tower Lighting

This is a reply to your letter of November 27, 1974 about light intensity on tower interchange illumination projects and in particular the Cedar Hills Interchange on Sunset Highway.

We are now in the midst of re-evaluating our design policies and criterias. This re-evaluation will have far-reaching effects on all illumination projects and will concern everything from the design and construction stage to the maintenance of the project. When these questions are resolved we will be in better shape to deal with the initial high intensity light levels.

Bob Ellison and Bob Dixson will meet with you Monday, January 20, to look at Cedar Hills Interchange and other sites in order to make specific recommendations for corrections.

GJB:dh

cc H. S. Coulter
E. S. Hunter
R. W. Ellison
R. M. Dixson
V. L. Tabery

NOTED
E. S. HUNTER

RECEIVED
JAN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7325 1-15-75

STATE COPY

cc: OSHD (H S Coulter, Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Washington	Oregon

IN COMPANY WITH

R. W. Ellison; Bob Dixon; Howard Harris; OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-15-75	W. N. Bryant, Area Engineer	EHS-US-466(11)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	See Below	174	100

COPY SENT

MAR 04 1975

CEDAR HILLS INTERCHANGE-TUALATIN VALLEY HIGHWAY
BEAVERTON--TIGARD HIGHWAY
Illumination

Washington

Based on verbal discussions with appropriate project personnel, a process oriented review of the project records, and a visual inspection of the project, one may conclude that the contract work was completed in apparent reasonably close conformance with the originally approved plans and specifications. The work began on February 2, 1973 and was completed on August 28, 1974 at a final estimated cost of $324,735 or approximately 8 percent below the authorized amount of $353,932. A total of 416.5 days were used to complete the work as compared to the original contract time of 273 calendar days. A request for a time extension is currently being considered by the State.

In addition to the complaint received in the spring of 1973 relative to the reduction of the existing "photoperiod" which apparently has serious effects on "obligate short-day" plants (see stage inspection dated 5-30-73) such as orchids, a number of people living in the immediate area of the Cedar Hills Interchange have been objecting to the increased illumination within their habitat. Based on a nocturnal review of the area it appears that the problem may be one of fixture brightness rather than excessive illumination. As a result of these problems a State Force Order in the amount of $14,000 has been approved to provide and install hoods on approximately 40 luminaires to eliminate or at least reduce the psychological effect of fixture brightness in the vicinity of the affected neighborhood and to develop and install louvered sheilding devices on the luminaires in the vicinity of the nursery to prevent light spill in the area and thus not interfere with the ecosystem of the flowering orchid.

RECEIVED
MAR 5 1975

3-5-75

7825

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Sunset Highway - Beaverton	WEEK ENDING: January 3, 1975
		SECTION PREFIX: 634-1061
	HIGHWAY: Beaverton - Tigard	COUNTY: Washington
NAME OF JOB: Sunset Highway - Beaverton	KIND OF WORK: Highway Illumination	
CONTRACTOR: Sims Electric, Inc.	CONTRACT NUMBER: 7825	FEDERAL AID PROJECT NUMBER: EHS US 466(11)
DATE OF CONTRACT: September 22, 1972	DATE WORK STARTED: February 2, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 243	CALENDAR DAYS USED: 416.5
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 173.5
PROJECT AUTHORIZATION: $384,594.72		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $353,931.72	ENGINEERING AUTHORIZATION: $30,663.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $324,735.98	ENGINEERING COST TO DATE: $33,314.41	DATE PROJECT WAS COMPLETED: August 28, 1974
ESTIMATED PERCENT: OVERRUN / UNDERRUN: Underrun 8.2 %	PERCENT OF AUTHORIZATION: 108.6%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

December	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Cloudy	0		
MONDAY 30	Fair	0		
TUESDAY 31	cloudy	0		
January WEDNESDAY 1	"	0		
THURSDAY 2	"	0		
FRIDAY 3	"	0		
December SATURDAY 28	"	0		

Routing: Keasey, Boyd, Jackmond, Harwood, Johnsen, Walker, Scofield, Glenn, Berg

RECEIVED
JAN 6 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

December 29 SUNDAY	No activity all week.
30 MONDAY	
31 TUESDAY	
January 1 WEDNESDAY	
THURSDAY 2	
FRIDAY 3	
December 28 SATURDAY	

REMARKS

PROJECT STATUS The project is complete exceptfor the replacement of tower #8 latching device and resetting of the tower.

The semi - final estimate and records have been submitted to Region.

SIGNED _____ LOCATION Tigard

Howard R. Harris, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7825

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 30, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Additional Authorization**
Sunset Highway-Beaverton
(Illumination) Section
Beaverton-Tigard Highway
Contract No. 7825

An overrun of the project authorization on this contract is anticipated. The original authorization was $351,169.00 and the present estimated cost of the project is $384,594.72, indicating an overrun of $33,425.72 or 9.5 percent. Sims Electric, Inc. of Roseburg is the contractor and the project is about half completed.

The major reason for the overrun is Price Agreement No. 1 which changed eight of the high mast illumination towers. As contracted, the project included five Type "B" towers with lowering systems and eight Type "A" towers which require the use of elevator platforms for maintenance. A change was made in accordance with current policy favoring use of the lowering devices, and the price agreement to accomplish this added $31,308.13 to the project cost.

I recommend that the project authorization be increased by $33,425.72 to a new total of $384,594.72. This is an Urban Secondary project.

This matter will be on the agenda for your consideration at the September 19 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
L. W. Rulien
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw dpy

FORM B-80 (REV. 10-68)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1973

SUBJECT: Sunset Highway-Beaverton (Illumination)
Contract No. 7825
Request for Additional Authorization

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

The subject project is now expected to overrun by $33,425.72 or about 9.2 percent. We are allowed only five percent on this size project. The project is about 50 percent completed.

The main reason for the overrun is Price Agreement No. 1 which was finally approved recently and which made an expensive change on eight of the high mast illumination towers. As contracted, the project included five Type "B" towers with lowering systems and eight of the Type "A" towers which require the use of elevator platforms for maintenance. This change was made in accordance with current policy favoring use of the lowering devices and the price agreement to accomplish it added $31,308.13 to the project cost. The proposed increase in authorization also includes a $10,000 contingency item for another possible change which has not yet been worked out. We have been alerted to a problem of interference from the tower lighting with an adjacent nursery operation. The night time lighting may have an effect on the growth of some flowering plants such as orchids.

Rough draft letter to the Commission requesting an increase in the project authorization to a new total of $384,594.72 is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
AUG 23 1973
Office of
Assistant State Highway Engineer

August 9, 1973

Mr. Albert Peterkort, President
J. Peterkort and Company
9755 S.W. Barnes Road
Portland, OR 97225

Dear Mr. Peterkort:

Your letter of July 31, expresses concern about the proposed high-elevation night lighting standards at the Highway 217 and Highway 26 interchange, known as the Cedar Hills Interchange.

Mr. A. E. Johnson, Deputy State Highway Engineer, tells me you have been contacted by personnel from our Salem Bridge Section who have the responsibility for designing lights and that he also visited you personally. Following your suggestion, we plan to confer with Chase Gardens in Eugene who apparently have done some work with the effect of lights on orchids.

Our contract work has already been started and, since any effect of these new lights has not been determined, we will proceed with our contract work and install the lights. However, we will arrange to meet with you later.

Thank you for your cooperation.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter

AEJ:srb dpy

PHONE CYPRESS 2-1981

9755 S. W. BARNES ROAD
PORTLAND 25, OREGON

Roses
•
Cut Flowers
•
Holly

Grown by J. Peterkort and Company

July 31, 1973

RECEIVED
STATE HWY ENGR
AUG 3 '73
REFER TO
Hunte-Joseph
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Fred Klaboe
Oregon State Highway Engineer
Dept. of Transportation
Highway Division
State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Klaboe:

It has come to our attention that the highway division, Dept. of Transportation is intending to erect new high elevation night lighting standards at the highway #217 and #26 interchange.

These new high elevation lighting standards are close to our Company's greenhouses located at that same interchange.

The new lights may have a profound and far reaching effect on our plants and flowerins crops grown in these greenhouses.

Based upon research programs conducted at State Universities, there are two well known effects of application of night lights to plants. One is photoperiodism, which is the effect of flowering of plants to different lengths of dark periods. The other is the necessity of all plants to have a complete dark period of time every twenty four hours.

We feel that you should be aware of the possible damage to our business and the possible far reaching effects to our crops by the installation of these night lights.

RECEIVED
AUG 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Yours very truly,

J. Peterkort and Company

Albert Peterkort

Albert Peterkort, Pres.

NOTED
A. E. JOHNSON

aej

AP:ldd

#7825

International Paint Co., (California), Inc.

Mr. Fred Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon 97310

December 21, 1974

OREGON DIVISION
5128 North Albina Avenue
P. O. Box 3944
Portland, Oregon 97209
Telephone 503-288-5159

Subject: Cedar Hills Tower Lighting

Dear Mr. Klaboe:

First of all lets make if perfectly clear that Mike Peabody is not a letter writer. However, I would like to take this opportunity to express my gratitude and complete approval of a fine job done on the lighting in the Cedar Hills area.

I was so impressed with the improvement, that I took it upon myself to inquire to the City of Portland Lighting Bureau to find out who was responsible for this fine achievement. That area in my estimation has been a hazard for many years due to the lack of adequate lighting especially on the on and off ramps.

Again please accept my gratitude and I hope that more improvements of this type will be forth coming in the New Year.

Sincerely,

Mike Peabody
(International Paint Co., Calif.)

RECEIVED
STATE HWY ENGR
DEC 23 '74
REFER TO
FOR
Inves
R/D
DIR
Sign
Act
File

7825

STATE COPY

Monthly transaction number: 12-18	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads
Project report number: 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-3-74
Modification number: 1	State: Oregon; County: Washington; US-466(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 6, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 340,450	$ 378,410
Federal funds	$ 216,390	$ 240,510
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3d day of January, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Johnston

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By H. D. Smith
(Division Engineer)

for G. L. Green

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid Project
No. US-466(11)

SUNSET HIGHWAY-BEAVERTON SECTION OF THE

BEAVERTON-TIGARD HWY. IN WASHINGTON COUNTY

Salem, Oregon, November 27, 1974

Revised Project Agreement Estimate.

Type Code Y030
Illumination (Sta. 94+05.80 to Sta. 171+00)

Temporary Protection & Direction of Traffic	All Required	$ 5,000.00
High Mast Towers, Type A	All Required	35,000.00
High Mast Towers, Type B	All Required	20,000.00
High Mast Tower Foundations	All Required	20,000.00
Roadway Lighting Poles and Foundations	All Required	65,000.00
Underdeck Luminaires and Ballasts	All Required	1,000.00
Luminaires and Ballasts	All Required	26,000.00
High Mast Lowering Devices	All Required	7,000.00
Cabinets, Ballast Enclosure Only	All Required	15,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	113,000.00
		$307,000.00
Flagging (60% of Contractor's Cost)	All Required	$ 1,500.00
Temporary Erosion Control	All Required	100.00
On-the-Job Trainees (1)	All Required	800.00
P.A. 1 Revise Type A Illumination Towers to Type B	Lump Sum	31,308.13
P.A. 2 Furnish & Install Rigid Conduit	Lump Sum	2,837.59
P.A. 4 Revise Circuit Breaker Connection	Lump Sum	463.45
		$ 37,009.17
	Subtotal	$344,009.17
	10% Engr. & Cont.	34,400.83
	Total	$378,410.00

Length of Project - - - - - - 0.0 mile

Federal Funds -	$240,510.00
State Funds -	137,900.00
Total	$378,410.00

Group 1 - 100%

Prefix: 134-1060

Contract No. 7825

7825

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
10-11	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Washington
PROJECT REPORT NO. 3	*(PPM 21-7)* 10-6-72	PROJECT NO. US-466(11)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sunset Highway-Beaverton Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-9-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 340,450.00	$ 216,390.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. H. Hunt

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer OCT 6 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government or account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. US-466(11)

SUNSET HIGHWAY-BEAVERTON SECTION OF THE

BEAVERTON-TUALATIN HWY. IN WASHINGTON COUNTY

Salem, Oregon, September 29, 1972

Project Agreement Estimate.

Type Code Y030
Illumination (Sta. 94+05.80 to Sta. 171+00)

Temporary Protection & Direction of Traffic	All Required	$ 5,000.00
High Mast Towers, Type A	All Required	35,000.00
High Mast Towers, Type B	All Required	20,000.00
High Mast Tower Foundations	All Required	20,000.00
Roadway Lighting Poles and Foundations	All Required	65,000.00
Underdeck Luminaires and Ballasts	All Required	1,000.00
Luminaires and Ballasts	All Required	26,000.00
High Mast Lowering Devices	All Required	7,000.00
Cabinets, Ballast Enclosure Only	All Required	15,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	113,000.00
		$307,000.00
Flagging (60% of Contractor's Cost)	All Required	$ 1,500.00
Temporary Erosion Control	All Required	100.00
On the Job Trainees (1)	All Required	800.00
		$ 2,400.00
	Subtotal	$309,500.00
	10% Engr. & Cont.	30,950.00
	Total	$340,450.00

Length of Project - - - - - - - - - 0.0 Mile

Federal Funds - - - - - - - - - - - - - -	$216,390.00
State Funds - - - - - - - - - - - - - - -	124,060.00
Total	$340,450.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix - 134-1060

Contract No. - 7825

#7825

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

November 27, 1974

FILE: MAI 12

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: WALT HART
Bridge Engineer

SUBJECT: LIGHT LEVEL INTENSITIES -
TOWER LIGHTING
CEDAR HILLS INTERCHANGE
SUNSET HIGHWAY

NOTED
H. S. COULTER

We have had some recent informal comments/complaints that our tower lighting, especially the Cedar Hills Interchange, has light intensity greater than is necessary. These have come from laymen as well as from our own engineering staff. After discussing this with Bob Dixson, it is my understanding that when the installations are new we should expect them to be "too bright" because Bob programs "extra" lighting into the design to take care of the light loss through time of the luminaire units. After the passage of time (I'm not sure how long) the light level will be reduced to that called for in the AASHTO design specification.

Be that as it may, at the present time the lights are still too bright. In the interest of conservation of resources, and of showing the taxpayers that we are mindful of good energy-conservation practices, I would like to explore ways of reducing the current light levels on our tower illumination installations to a more acceptable level. I would propose that we turn off one or two lamps in each cluster to bring the light level down to something approaching the design level. Then as the lamp output diminishes through time we can turn individual lamps back on to maintain the acceptable light level.

I realize this may be a very simplistic approach to what may or may not be considered a problem, but I would like your comments anyway. If it is practical to do as I have suggested, we would be willing, with the loan of Bob Dixson's light meter from time to time, to monitor the light levels and be responsible for keeping them at a prescribed level.

I would appreciate your thoughts on the subject.

RECEIVED
DEC 2 1974
Office of
Assistant State Highway Engineer

ELH/cr
cc H. S. Coulter

7825 10-25-74

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM Vince Gallagher
By C. T. Keasey
Construction Engineer

Federal-aid Project
No. EHS-US-466(11)

SUBJECT Request Contract Acceptance

Contract 7825, Work Completed August 28, 1974

Project Sunset Highway-Beaverton

Highway Beaverton-Tigard

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date SEPTEMBER 30, 1974

Subject to satisfactory correction to lowering device on Tower #11.

G. L. Green
Division Engineer

cc F. B. Klaboe
C. T. Keasey
V. Gallagher

RECEIVED
STATE HWY ENGR
OCT 25 '74
REFER TO
Coulter
FOR
Init. | Trans. | R/D | D/R | Stds. | Act. | File
✓

RECEIVED
OCT 28 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER
10-28-74
cy Keasey
cy Gallagher

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7825

OREGON STATE HIGHWAY DIVISION

July 16, 1974

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

Re: Sunset Highway-Beaverton Section
Beaverton-Tigard Highway
F.A.Proj. No. EHS-US-466(11)
Contract No. 7825
Portland Area Affirmative Action Plan

Gentlemen:

The supplemental contract provisions of this contract require that to fulfill the requirements of the Portland Area Affirmative Action Plan, 3.5 to 4.5 percent of manhours worked in each craft must be performed by minorities.

You are not meeting this requirement. The reporting form that you submitted for June, 1974 (Optional Form 66) indicates that your workforce is no longer static.

Please submit to this office any evidence that would indicate good faith efforts to hire minorities have been taken. This information should be submitted immediately.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:mk

bc: H. S. Coulter
Jim Butler
Ed Hardt
Howard Harris

RECEIVED
JUL 16 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

7825

cc: OSHD (H S Coulter)
Region
Wash DC
C Hoefler

5 30 73

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-30-73	W. N. Bryant, Area Engineer	HES-US-466(11)

IN COMPANY WITH
Howard Harris, Resident Engineer, OSHD

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	60 %	23 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

RECEIVED
STATE HWY ENGR
JUN 8 '73
REFER TO
FOR
Info | Invest | GID | DIR | Gen | | Engr

CEDAR HILLS INTERCHANGE-TUALATIN VALLEY HIGHWAY SECTION
BEAVERTON-TIGARD HIGHWAY
Illumination
Phase Inspected: Illumination Installation

1. SCOPE OF INSPECTION

The purpose of this inspection was to perform a field review of construction operations and inspection procedures involved in the installation of illumination poles and equipment. The inspection included both a field review of the contractor's operations and an office review of project records pertinent to the phase of work being inspected.

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

The illumination installation work was found to be progressing in a workmanlike manner. Work completed to date was found to be in reasonably close conformance with contract requirements including authorized changes. The contractor was following sound construction procedures in performance of the work.

6-11-73 Contin. on Lgr. 2

The State's inspection and project control procedures were found to be in accordance with established procedures. Project records indicate that all materials being incorporated into the work have been inspected and/or tested and found to be in reasonably close conformance with specification requirements. No recommendations are offered and no corrective action is considered necessary since this phase of work is being completed in close conformance with both the specification requirements and established procedures. The overall results being obtained are considered satisfactory.

GENERAL COMMENTS

The percent of time elapsed exceeds the percent of work completed by a substantial amount; however, the overall progress of the work is considered satisfactory since ample time remains to complete the work within the time frame established subject to timely delivery of the illumination towers.

NOTED
H.S.COULTER

(more)

Changes: The project includes five illumination towers with raise-lower devices and eight towers equipped for a maintenance elevator platform. Because of the maintenance problems encountered during periods of wet weather as well as safety consideration for maintenance personnel the OSHD has adopted a policy of exclusive use of raise-lower devices. As a result a Price Agreement in the estimated amount of $30,000 is being processed which covers changing eight towers from Type A (elevator platform) to Type B (raise-lower device). Approval of the change is recommended.

A Price Agreement in the estimated amount of $800 covering the installation of two conduits (not existing as shown on the plans), one on "G" line structure and the other on the Walker Road structure is also being processed at the present time. Approval of this change, subject to cost justification, is also recommended.

An interesting lighting problem has been encountered at the Cedar Hills Interchange. The owner and operator of a large nursery located on Barnes Road has complained that the tower lighting will prevent several varieties of plants, especially orchids, from doing their thing. He is presently growing orchids in two hot houses located in the near vicinity of tower #1. He claims that orchids are "obligate short-day" plants (must have a specific period of darkness) and the addition of tower lighting will effectively reduce the existing photoperiod necessary for growing of orchids as well as other varieties of flowering plants such as Poinsettias and Chrysanthemums. There is apparently scientific evidence that growth, flowers, and fruits of many plants are affected by the length of light and dark periods. Apparently researchers have found that it is not the length of day that affects plant growth, but the duration of the dark period which follows. The State is presently studying the problem in an effort to find an acceptable solution.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 26, 1973

TO Memo to the Files

FROM John H. Wood
Supervising Design Engineer

SUBJECT Sunset Highway-Beaverton Section
Illumination Installation
Cedar Hills Interchange

NOTED
A. E. JOHNSON

Tuesday afternoon, April 24, 1973, Larry Rulien and I met at the home of Mr. Albert Peterkort to discuss the proposed illumination installation at Cedar Hills Interchange. Mr. Peterkort is primarily concerned about changing the lengths of alternating periods of lightness and darkness and the resulting effect on the growth and maturity of his orchids.

He has publications about this phenomenon, called photoperiodism, for plants in general, but he didn't seem to have any definite facts about the effects on orchids. He did seem certain that altering the light-dark cycle would preclude any possibility of expanding his operation to include poinsettias or mums. He did concede, however, that he has no plans for such expansion.

Actually, the orchids are a small part of the total operation. They occupy the southwest building in the greenhouse complex. The Peterkort firm's principal crop is roses. He does not think the light-dark cycle is a critical factor in the growth of roses.

The effect of light wave length was also discussed. Plant growth can apparently be stimulated by the "red" portion of the spectrum, between 630 and 750 nanometers, and the "violet" portion, between 380 and 430 nanometers. The metal halide lamps proposed for the interchange have very little radiant power in these areas. The maximum power occurs at about 540 and 590 nanometers.

Mr. Peterkort was told that we had talked to the General Electric representative about manual shielding of the luminaires. Mr. McIntyre, the representative, and Mr. Dixson, our Illumination Engineer, are in agreement that direct light from the luminaires can probably be cut off by manual shielding. This would be a field operation after the towers are in place. There is no known method of shielding the greenhouses from the background reflected light that will be present. This reflected light will vary with atmospheric and seasonal conditions.

The existing light level, as measured by this office on March 26, 1973, at the southwest corner of the orchid greenhouse was 0.05 footcandles. The theoretical light level at this location after the towers are in place and operating will be 1.05 footcandles. The theoretical light level after the luminaire shields are in place is unknown because of the background reflected light.

In summary, it appears that introducing any type of lighting at this interchange is a gamble in regard to adverse effects on the operation of the Peterkort greenhouses.

JHW:dh

cc A. E. Johnson
L. W. Rulien
W. J. Hart
L. L. Wallace
R. M. Dixson

RECEIVED
STATE HWY ENGR
APR 26 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7825

Salem, Oregon

DATE April 5, 1973

TO Mr. L. W. Rulien
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Sunset Highway-Beaverton Section
Washington County
Contract 7825
Illumination Towers

This project calls for five illumination towers with raise-lower devices and eight towers which would utilize the maintenance elevator platform. Because of the recent Division policy of exclusive use of raise-lower devices, the advantage of uniformity within the project and the frequent access to luminaires necessitated by a proposed shielding program at the Cedar Hills Interchange, there is a need to change the eight type A towers to type B towers.

Towers 1, 2, 3, 5, 6, 7, 8 and 9, as detailed on drawing 28389, will be revised to conform to drawing 28390. The estimated cost for this revision is $25,000. It has been discussed with the FHWA and given tentative approval subject to an approved price agreement.

The fabricator has issued a stop work order pending receipt of formal approval for this change. Would you please initiate action immediately to allow fabrication of the revised towers to proceed. John Wood will contact you to discuss arrangements for further investigation of the light intensity at the Cedar Hills greenhouses.

NOTED
E. S. HUNTER

JHW:dh

cc E. S. Hunter
W. J. Hart
C. T. Keasey
Howard Harris
H. A. Schell

RECEIVED
APR 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7825

FORM PR-33A (REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

3-14-73

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

COPY SENT

Region No.	Report No.	County	Division
10	1	Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
3/14/73	W. N. Bryant, Area Engineer	EHS-US-466(11)

MAR 20 1973

REGIONAL OFFICE

In Company With: Howard Harris, Res Engr, OSHD.

Location: Project begins at N. City Limits of Beaverton and extends north 1.47 miles along SR-217 to the junction of US 26.

NOTED
H. S. COULTER

Contractor Name and Address: Sims Electric, Inc., Roseburg, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
9/22/72	$307,000.00	240 CWD	10/10/72	2/2/73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	26 %	10%

Roadbed (Width) NA (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Illumination	Y030	-	-	-	-	-	-	-

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

3-21-73
Constr. eq Young

CEDAR HILLS INTERCHANGE-TUALATIN VALLEY HIGHWAY INTERCHANGE SECTION
BEAVERTON-TIGARD HIGHWAY
Illumination

Work to be completed under this project consists of the installation of lineal illumination and illumination for the on- and off-ramps of three (Cedar Hills, Walker Road, and Tualatin Valley Highway) interchanges.

At the time of this inspection the only work underway was the excavation for and forming of pole foundations. To date approximately 30 foundations for 50-ft. poles have been poured and excavation for approximately 75 percent of the 50-ft. poles completed.

The overall progress of the work is considered satisfactory since there is ample time remaining to complete the work within the contract time allowed.

All required project identification signs are in place as specified. All required posters are likewise being displayed on a suitable bulletin board in the contractor's field office located on the project.

Project records indicate that the contractor is meeting the EEO requirements of the contract in an acceptable manner.

SUPERSEDES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

March 6, 1973

Ms. Janet Rasmussen
13812 N. W. Park Place
Portland, OR 97229

Dear Ms. Rasmussen:

As a result of your January 17 letter, a field investigation of traffic conditions at the Cedar Hills Boulevard Interchange has been undertaken.

We have made observations both during the day and during the night, and have reviewed the accident statistics. We believe that the illumination of some signs, and repositioning of some other ones, will help. This we will do as we are able to schedule the work with our crews.

We appreciate your interest in traffic safety.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter (enc.)
L. E. George
L. W. Rulien

LWR:cr ja

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE March 2, 1973

TO A. E. JOHNSON
Deputy State Highway Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Cedar Hills Blvd. Interchange
Sunset Highway
Washington County

By letter of January 17, 1973 Janet Rasmussen expressed her concern for the safe movement of traffic at the subject location, particularly the point south of the Sunset Highway where the Sunset Highway ramps intersect Cedar Hills Blvd. in fairly close proximity to the Butner Road intersection.

You requested that we investigate, act, and rough draft a reply. Attached is a copy of our investigation. We feel that the situation can be improved by a relocation of certain signs and the illumination of others. I am by a copy of this letter asking Harry Woodward to initiate the necessary betterment orders and schedule so as to accomplish this work.

We have had previous complaints concerning this interchange and it remains our conviction that the traffic volumes are sufficiently high and that the traffic movements are sufficiently complex so that interchange illumination would be of great benefit, and I would certainly recommend that this interchange be placed on the program for future lighting. Attached is the suggested rough draft of a reply.

RECEIVED
STATE HWY ENGR
MAR 5 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

LWR/cr
Attachments
cc L. E. George
H. E. Woodward

FORM 8-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE February 28, 1973

TO L. W. RULIEN
Regional Engineer

FROM ORIGINAL SIGNED BY
R. W. FAILMEZGER
RONALD W. FAILMEZGER
Regional Traffic Engineer

SUBJECT

Signing Delineation and Striping
Sunset Hwy. at Cedar Hills Blvd. Intch.
US 26 Highway No. 47
MP 68.27

A letter from Janet Rasmassen dated January 17, 1973, was forwarded from Mr. A. E. Johnson's office requesting an investigation of signing, delineation and striping at the subject interchange. Miss Rasmassen's letter indicates a difficulty determining the proper turning locations to gain access to the Sunset Highway and Butner-Barnes Road, especially at night.

Field observations were made both during the hours of darkness and during the daytime. The existing striping was found to be somewhat worn from sanding efforts during recent storms. The standard yellow delineators are in place. The attached signing plan shows our existing signing. The connection to Butner Road and Barnes Road east is located about 200 feet from the off and on-ramps from the Sunset Highway. The sign location setbacks along with the numerous destinations, does make it difficult for a motorist to determine the proper turning location, especially for northbound traffic on Cedar Hills Blvd. wanting to go into Portland. The attached sketch shows suggested relocations of directional signs and message changes to help distinguish these two intersection points. There are some signs located on the Sunset Highway Overcrossing which do not have illumination and would be benefited by lighting. The interchange is not illuminated. A previous report concerning illumination from this office recommended consideration for interchange lighting because of the complexity of the interchange.

Miss Rasmassen's letter also indicates numerous accidents occurring. The attached diagrams show a two years, 11 months reporting period and shows only a minor reported accident problem. The Butner Road-Barnes Road intersection had nine accidents during the study period.

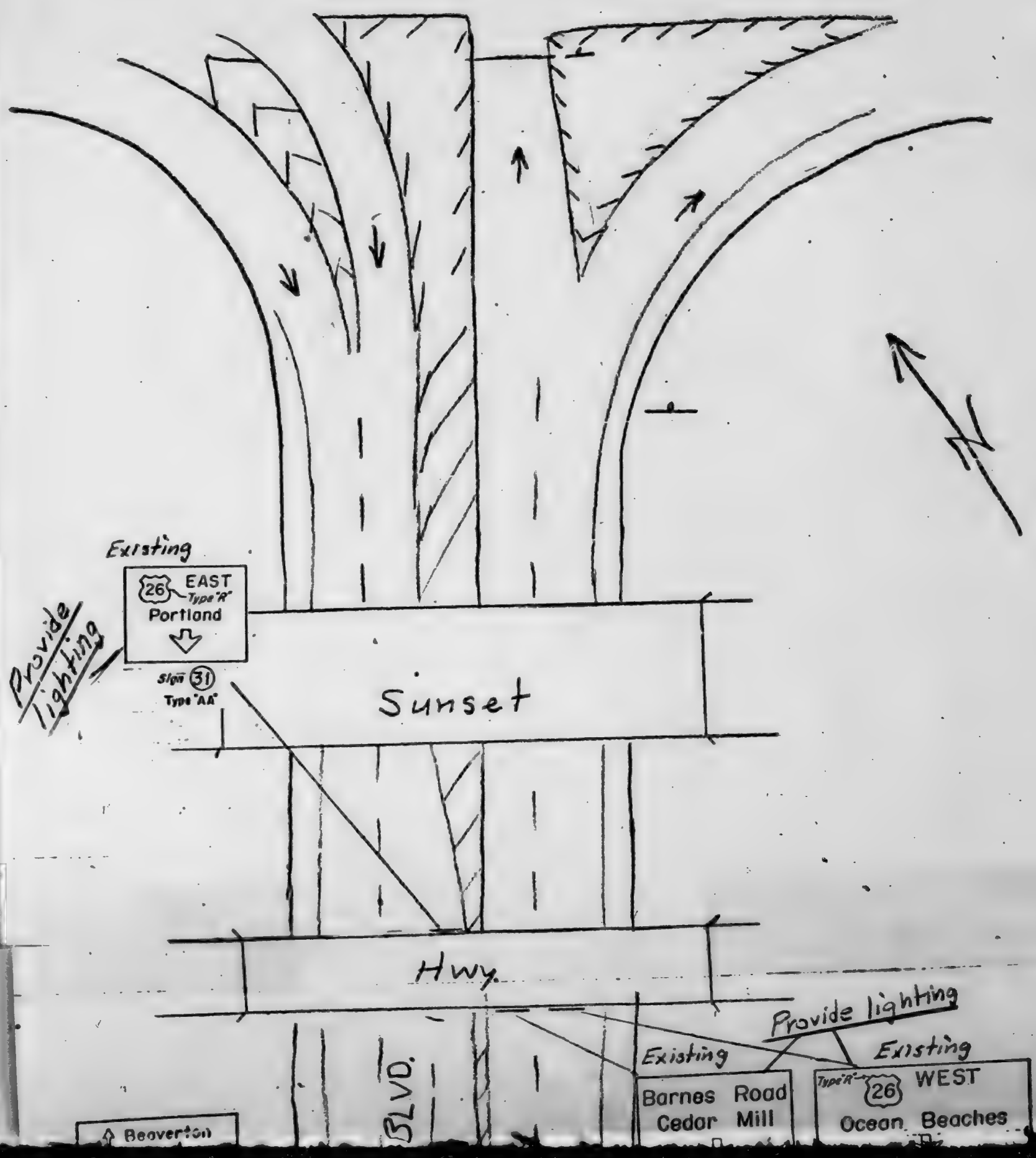
It is recommended that the signing changes be made along with the illumination of the structure mounted signs. Interchange illumination should still be considered.

RWF/pw

att

cc: A. E. Johnson, L. E. George, H. E. Woodward

Barnes Road
Cedar Mill
8'x12" Arrow
Sign (34) Type "AA"
BARNES RD.
STOP
DO NOT ENTER
KEEP RIGHT
"UX" 101+75 (12)
"CD" 3146+50 (10)
EAST
Portland
Sign (31) Type "AA"
WEST
Ocean Beaches
Sign (33) Type "A"
Barnes Road
Cedar Mill
Sign (32) Type "A"
NO LEFT TURN
"D" 3148+00
"UX" 97+40
Beaverton
Portland
NO RIGHT TURN
Sign (14) Type "A"
"UX" 96+00
BARNES RD.
Ocean Beaches
Portland
WEST
HOSPITAL
EAST
Sign (15) Type "A"
"FR" 20+75 Lt.
"UX" 94+35
"UX" 93+50
BUTNER RD.
CEDAR HILLS BLVD.
S.W.
Portland
Ocean Beaches
Butner Rd.
Barnes Rd.
Sign (19) Type "A"
Cedar Hills Blvd.
Beaverton
Sign (16) Type "A"
Mount on sign bridge
Beaverton
Barnes Rd.
Butner Rd.
post on S-16
Sign (17) Type "A"
"UX" 91+00
S.W. BL
Butner Rd.
LEFT LANE
Sign (20) Type "A"
St Vincents
Hospital
SECOND RIGHT
S.W. LANEWOOD
Beaverton
Portland
Ocean Beaches
CEDAR HILLS BLVD.
Sign (18) Type "A"
Signs (28) (29)
Barnes Rd.
Portland
Ocean Beaches
Butner Rd.
Beaverton
CEDAR HILLS BLVD.
105
95
A
A
N


Existing
26 EAST Type "R"
Portland
Provide lighting
Sign 31
Type "AA"
Sunset
Hwy.
BLVD.
Provide lighting
Existing
Existing
Barnes Road
Cedar Mill
Type "R"
26 WEST
Ocean Beaches

Hwy.

BLVD.

Provide lighting

Existing

Existing

Barnes Road
Cedar Mill

Sign (32)
Type "A"

Type "R"
26 WEST
Ocean Beaches

Sign (33)
Type "A"

Beaverton
Portland
EAST
26 22"
NO RIGHT TURN

Existing
Sign (14)
Type "A"

to US26 EAST

HILLS

Ocean Beaches
Portland
WEST
26 22"
HOSPITAL
EAST
26

Existing

Sign (15)
Type "A"

Move

Change angle or arrows

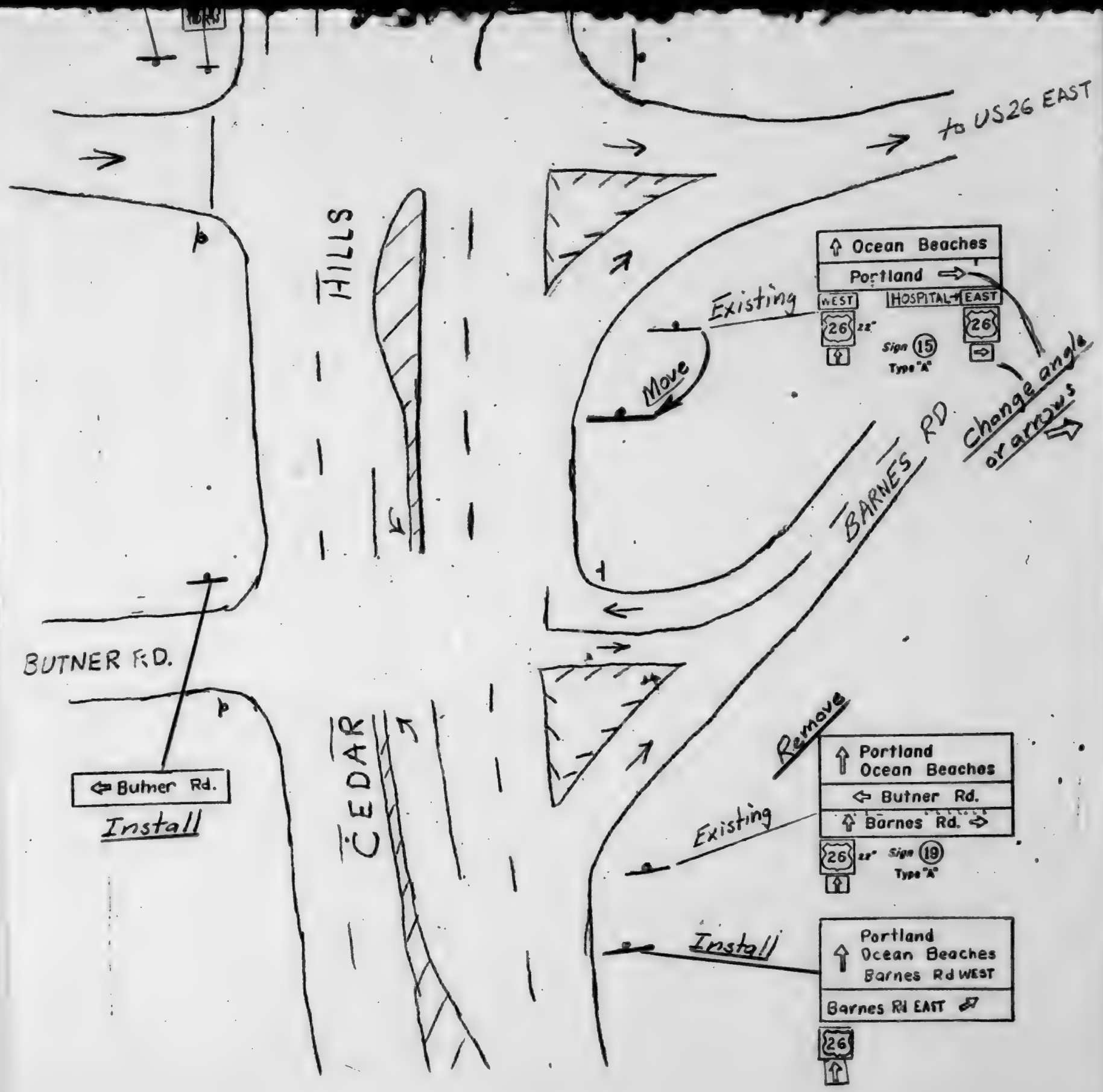
BARNES RD

BUTNER RD.

Butner Rd.

Remove

Portland
Ocean Beaches


HILLS
to US26 EAST
Ocean Beaches
Portland
WEST
HOSPITAL
EAST
26
22"
Sign (15)
Type "A"
Existing
Move
Change angle or arrows
BARNES RD
BUTNER RD.
Butner Rd.
Install
CEDAR
Remove
Portland
Ocean Beaches
Butner Rd.
Barnes Rd.
Sign (19)
Type "A"
Existing
Install
Portland
Ocean Beaches
Barnes Rd WEST
Barnes Rd EAST
26

Oregon State Highway Division

Traffic Engineering Section

Accident Analysis

COLLISION DIAGRAM

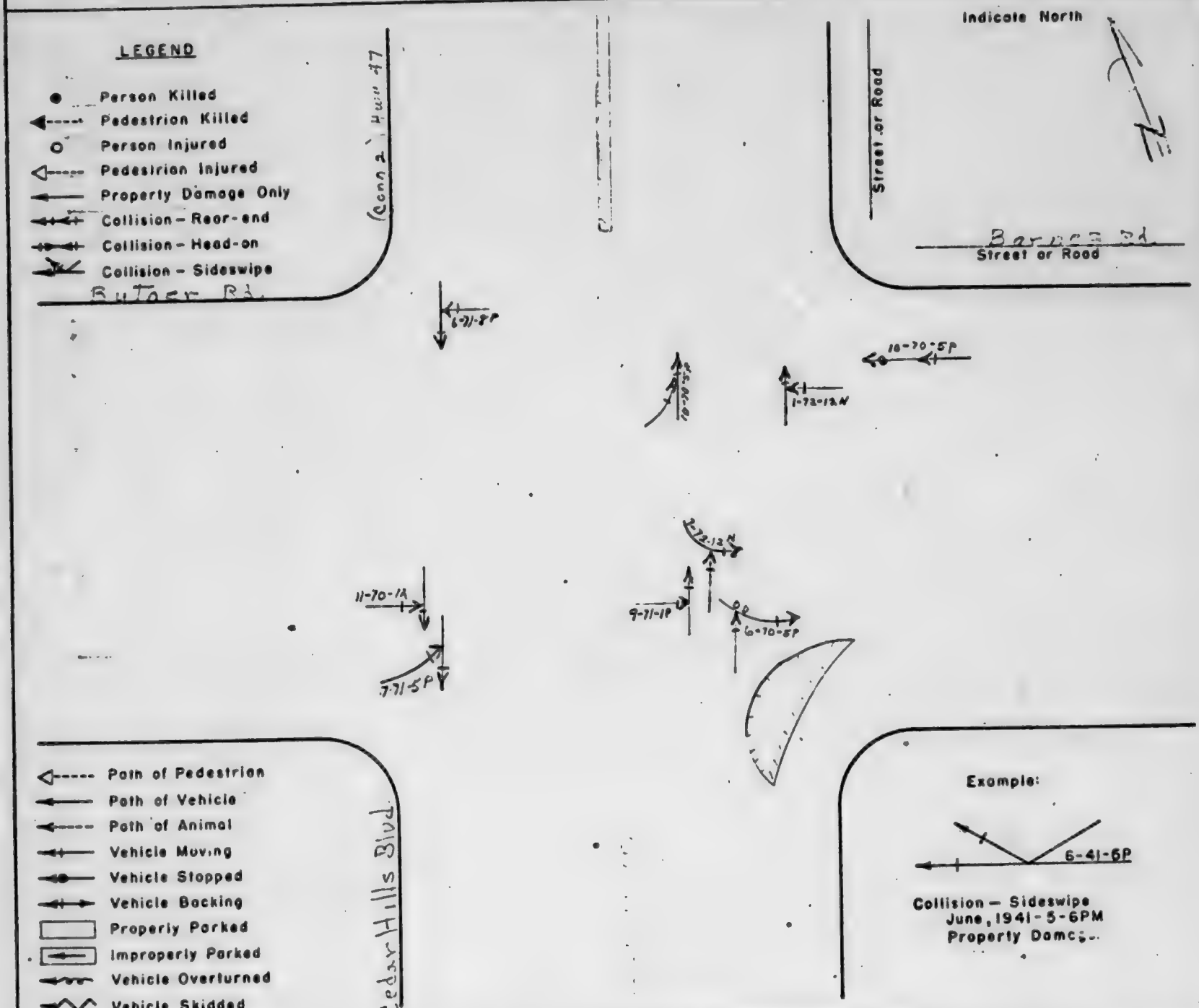
City of _____ County Washington Co.

Intersection of Butner Rd and Cedar Hills Blvd.

Highway Number _____ _____

Period Covered 1-1-70 11-31-72

Compiled by AB Drawn by _____ Date 2-21-73



Collision Type	1970				1971				1972								1973			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1			2	2			1	1							4	4
Head-on																			1	1
Rear-end			1	1														1	3	4
Sideswipe		1	1	2			1	1			1	1								
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	3	4			3	3			2	2						1	8	9

Form E-260 — 2M — 11-65 5/70

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of _____ County Washington

Intersection of Ext. From Conn. 2 and Ent. To Conn. 2

Highway Number 47 (US 26) MP 2 C 68.38

Period Covered 1-1-70 to 11-31-72

Compiled by LC Drawn by _____ Date 2-21-73

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

(Conn 2) Hwy 47

Indicate North

Street or Road

Ent. To Hwy 47 (Conn 3)
Street or Road

EXIT From Hwy 47 (Conn 1.) MP 68.35

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Cedar Hills Blvd.

Example:

6-41-6P

Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage.

Coded To MP 68.35

Collision Type	1970 Fatal	1970 Non-fatal	1970 Prop. Damage	1970 Total	1971 Fatal	1971 Non-fatal	1971 Prop. Damage	1971 Total	11 mos. 1972 Fatal	11 mos. 1972 Non-fatal	11 mos. 1972 Prop. Damage	11 mos. 1972 Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe						1		1												
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.												0						1		1
TOTAL				0		1		1				0						1		1

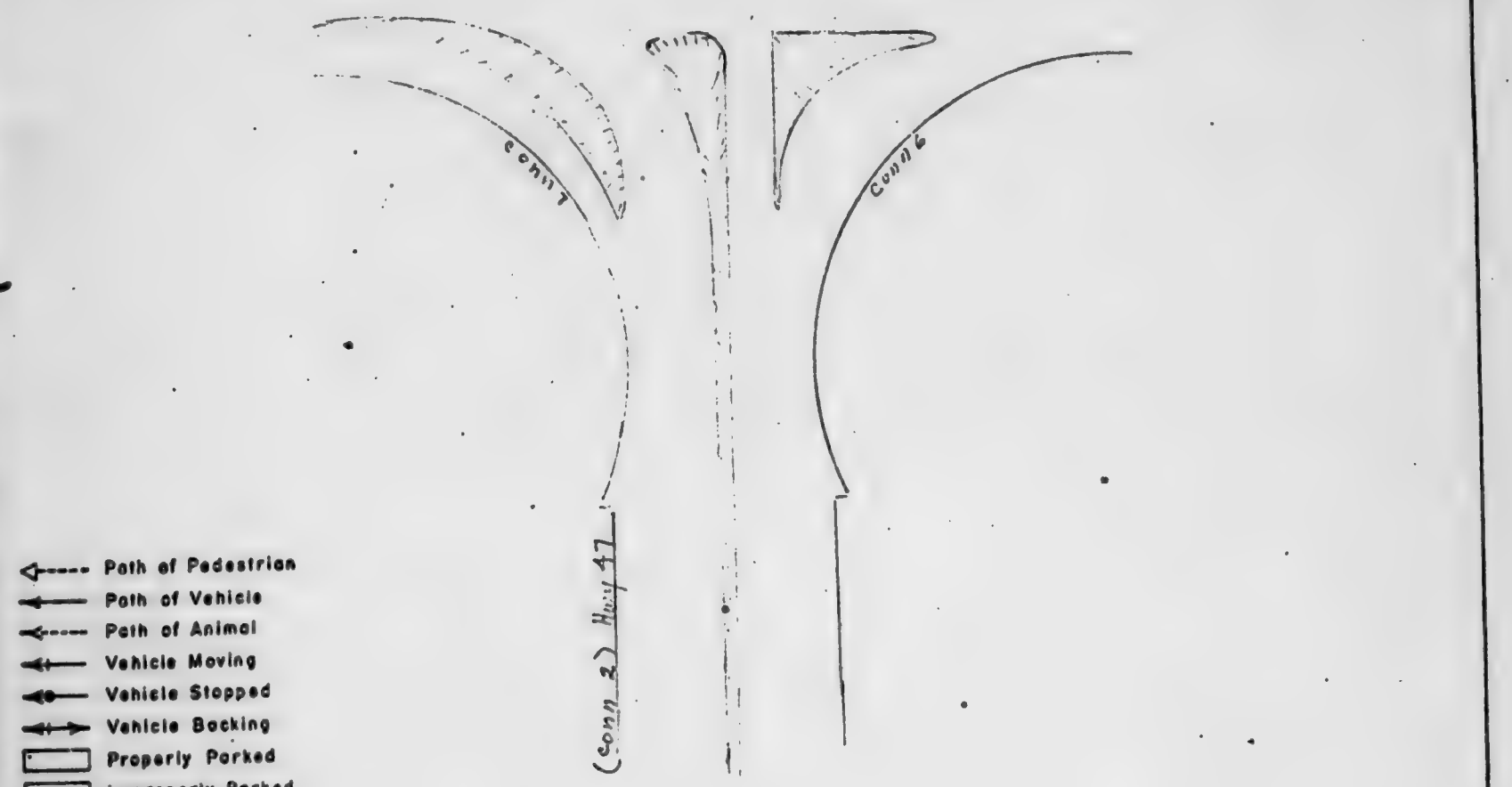
Form E-260 — 2M — 11-45 5/70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Washington
Intersection of Barnes Rd (Conn 5) and Cornelius Pass (Conn 2)
Highway Number 47 (US 26) OR 6 (US 26) MP 6.50-MP 6.99
Period Covered 1-1-70 11-31-72
Compiled by LB Drawn by _____ Date 2-21-73

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1970				1971				Ilmos 1972								TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																			1	1
Rear-end			1	1																
Sideswipe																				
Turning Movement																				
Parking																			1	1
Non-collision							1	1												
Fixed Object																				
Pedestrian																				
Backing	1																			
Misc.																			2	2
TOTAL			1	1			1	1				0							2	2

Form E-261-6-70

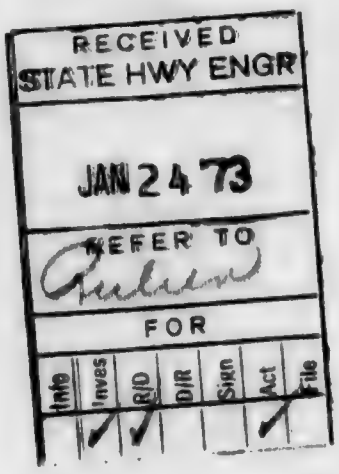
13512 N.W. Park Place
Portland, Oregon 97229
January 17, 1972

Motor Vehicle Division
Salem, Oregon

Dears Sirs:

I am writing in request of some kind of traffic system at the end of Cedar Hills Blvd in Beaverton. It is intersected by Barnes that goes to Cedar Hills. Butner Road and the on and off ramps to Sunset Highway confuse drivers, especially at night.

From my observation there are aproxumately two accidents a week on this road. I sincerely wish you would look into this intersection and see what can be done. Who knows who might be the next victim of this confusion; it could be you.



Sincerely,

Janet Rasmussen

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JAN 29 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7825

HIGHWAY BUILDING • SALEM, OREGON • 97310

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

January 29, 1973

Re: Sunset Highway-Beaverton Section
Beaverton-Tigard Highway
F.A. Proj. No. EHS-US-466(11)
Contract No. 7825
On-The-Job Training

Dear Mr. Sims:

This will confirm my verbal approval given at the preconstruction conference on January 26, 1973 of the Electricians craft in which you propose to furnish the one trainee on this project. This approval will permit your commencing the work on this contract.

You will need to send a letter to Mr. Harris with the following information:

1. Notification if training is to be provided under approved Joint Apprenticeship and Training Council Standards.

2. Approximate starting date of training.

3. Approximate length of training to be provided on this project.

We request this information be provided by March 1, 1973.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: A. E. Johnson
Gene Huntley
L. W. Rulien
Howard Harris

823

November 21, 1972

Edward W. Webb, P.E.
Consulting Engineer
10670 N. W. Dunar Lane
Portland, Oregon 97229

Dear Sir:

This is in reply to your letter of November 13, 1972, regarding a route extending northerly of the Sunset Highway.

This route is not on the State Highway System. This area was considered only in a preliminary reconnaissance study and we have no plans to put this route on the State Highway System or construct it in the foreseeable future.

In regard to your question on the future development of Cornelius Pass Road, which is a county road, contact Washington County's Public Works Director, Ken Heng, 232N N.E. Lincoln, Hillsboro, telephone 640-8657.

If you have any further questions regarding state highway construction in this area, please contact Region Engineer, L. W. Rufen, 9200 S. E. McLoughlin Boulevard, Milwaukie, telephone 654-7741, extension 262.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

WH:sd

cc: L. W. Rufen (w/att.)

EDWARD W. WEBB, P.E.
Consulting Engineer
10670 N. W. DUMAR LANE • PORTLAND, OREGON 97229
TELEPHONE 503 / 644-9786

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING
SALEM, OREGON
97310

NOVEMBER 13, 1972

DEAR SIR:

THANK YOU FOR YOUR LETTER OF OCTOBER 24 AND CONSTRUCTION DRAWINGS FOR HIGHWAY #217 BETWEEN BEAVERTON AND CEDAR MILLS, WHICH I FOUND MOST USEFUL.

COULD YOU PLEASE TELL ME WHAT THE SCHEDULE IS FOR CONSTRUCTION NORTH OF CEDAR MILL AND THE PROPOSED ROUTE OVER SKYLINE BOULEVARD.

ARE THERE ANY LONG RANGE PLANS TO DEVELOP CORNELIUS PASS ROAD INTO A FREEWAY?

THANK YOU.

EDWARD W. WEBB, P.E.

Ed. Webb

EWW/BPW

RECEIVED
NOV 20 1972
PROGRAMING SECTION

RECEIVED
NOV 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1972
FOR FILING

7825

October 12, 1972

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7825 for illumination on the Sunset Highway-Beaverton Section of the Beaverton-Tigard Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201
bc C. T Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Howard Harris

RECEIVED
SEP 1972

FOR FILING

7825

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer DATE September 28, 1972
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of September 18, 1972 is requested in the award of contract for the Sunset Hwy.-Beaverton Section, Project No. US-466(11).

The contractor receiving the award is Sims Electric, Inc., in the amount of $307,000.00 with Contract No. 7825 assigned. This bid was received on September 14, 1972 and awarded on September 22, 1972.

All right-of-way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal as required by PPM 21-6.1 and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Admin. endorsement

Date _____

I concur in the award.

G. L. Green
Acting Division Engineer

DAR:bb

RECEIVED
SEP 25 1972
FOR FILING

7825

September 25, 1972

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on September 22, 1972, accepted your proposal for the Sunset Highway-Beaverton Section Project on the Beaverton-Tigard Highway in Washington County for the sum of $307,000 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7825.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
L. W. Rulien
Howard Harris
Wm. Geibel SAIF

RECEIVED
AUG 24 1972
FOR FILING

7825

August 23, 1972

603

Mr. Ray O. Sims, President
Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, OR 97470

Dear Mr. Sims:

Illumination Installation
Sunset Highway-Beaverton Section
Beaverton-Tigard Highway
Washington County
Bridge No. 9606A

We have considered your comments concerning construction conditions involved in placing the foundations and direct burial wire during the winter months at the subject location and agree that a problem could exist. Therefore, we are putting out a letter of addendum, which you should receive shortly, revising the completion time limit from 240 calendar days to 240 calendar work days.

This should resolve any problem that might arise due to wet weather conditions. Under this type of work day count, December, January and February are not counted as work days.

Thank you very much for your interest and concern in this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. W. Rulien (enc.)

DOC:ag ja

g to Edwards

OFFICES IN ROSEBURG and MEDFORD
PHONE:
MEDFORD (503) 773-6241
ROSEBURG (503) 673-5521

SIMS ELECTRIC INC

PLEASE REPLY TO:
SIMS ELECTRIC, INC.
721 S. E. OAK AVE.
ROSEBURG, OREGON 97470

RAY O. SIMS, PRESIDENT
WM. H. SIMS, VICE PRESIDENT
W. D. MATTSON, VICE PRESIDENT
C. W. WAKEFIELD, SECRETARY
GLENN B. CLUTE, ASSIST. SEC.

REFERRED TO
BY SECRETARY

August 15, 1972

Oregon State Highway Division
State Highway Building
Salem, OR 97310

Gentlemen:

Reference is made to the Illumination Installation on the Sunset Highway-Beaverton section of the Beaverton-Tigard Highway in Washington County for which proposals are to be received August 31, 1972.

This contract calls for a completion in two hundred and forty days which would probably mean the fifteenth to the thirtieth of May 1973. Because of the nature of the materials required for the job, it will take several months after award to place anchor bolts and other underground materials on the job all of which precludes any substantial amount of the work being done this fall.

As we remember the weather conditions in that area during the winter, the surfaces are much too wet for hole digging and direct burial work until the later part of April or the first of May.

Has the Highway Commission considered that an additional thirty to sixty days time would allow a more orderly progress of the work and eliminate the additional expense of fighting the mud and weather, and the mess that results from the impatience?

Very truly yours,

SIMS ELECTRIC, INC.

Ray O. Sims

RECEIVED
AUG 17 1972
BRIDGE DIVISION

Noted
Gary L. Ross

RECEIVED
AUG 16 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

ROS:ms

NOTED
D. O. Christensen

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1972
FOR FILING

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: US-466(11)

STATE PROJECT NO.: SUNSET HWY-BEAVERTON SECT.

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON
8-16-72

PROGRAM NO.:

ITEM NO.: U-166

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

7825

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 17'72
REFER TO
FOR

Info	Approves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED: AUGUST 9, 1972

DATE AUTHORIZATION EFFECTIVE: AUGUST 9, 1972

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 27

STATE ROUTE NUMBER: SUNSET HIGHWAY ROUTE 47

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $1,500.00; TEMPORARY EROSION CONTROL $100.00 AND ON THE JOB TRAINING IN AMOUNT OF $800.00, AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING $1,500.00; TEMPORARY EROSION CONTROL $100.00; ON THE JOB TRAINING $800.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 7, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

8-21-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-72	E. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7825

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 7, 1972

TO G. L. Green, Acting Division Engineer
~~R.E. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

Complete P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on August 31, 1972.

I-80N-5(41)206	Pendleton Interchanges
I-80N-6(54)261	La Grande Section
I-5-4(73)193	Judkins Pt.-Battle Cr. Intcghe. Sec.
I-5-5(57)250	Battle Cr. Intchge.-N. Tigard Intchge. Sec.
I-5-6(76)295	N. Tigard Intchge.-Wash. St. Line. Sec.
US-466(11)	Sunset Hwy.-Beaverton Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions regarding the project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the previously submitted right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the previously submitted utility-railroad status report.

We are also readvertising the following previsouly advertised projects which were rejected because the bids were considered too high.

I-80N-4(24)134	Arlington Section
I-80N-7(38)343	Lime Section
I-80N-6(55)256	La Grande Section

DAR:dg

TRANSACTION NO. 8-4

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-31-72

BY (Signature): MR. YOUNG'S JULY 25, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 166 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
166	EHS-US-466(11)	0.0	350,000	222,400	CEDAR HILLS INTERCHANGE - TUALATIN VALLEY HIGHWAY INTERCHANGE SECTION. WASHINGTON COUNTY	ILLUMINATION.

RECEIVED
AUG 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7-31-72

RECEIVED
AUG 1 1972

REMARKS (Division)

FOR FILING

8-2-72

Young

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-31-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 16 1972
FOR FILING
7825

DATE March 15, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Finance Approval**
Cedar Hills Interchange
Tualatin Valley Highway Interchange

An illumination project has been approved by the Federal Highway Administration from the Cedar Hills Interchange to the Tualatin Valley Highway Interchange, Beaverton-Tigard Highway in Washington County. This project, estimated to cost $350,000, will consist of approximately 16 tower poles at the Cedar Hills Interchange (Sunset Highway) and lineal illumination easterly to and including the Walker Road Interchange to the southerly end of the project at the northerly end of the Tualatin Valley Highway Interchange. All lineal illumination will be provided by luminaires mounted on 50-foot steel break-away poles, approximately 72 in number.

I recommend this federal-aid project for letting as soon as plans are readied, and request your confirmation of expenditure of federal-aid funds as listed on program XII"A", tentatively adopted 11-24-71.

This item will be on the agenda at the Commission Meeting on April 4 for your consideration.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Skoog
H. S. Cox
Gary Ross
Gary Sund

BLG:dg cg

RECEIVED
JAN 27 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7825

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 24, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-466(-)
Walker Road Interchange Section
395 Proposed Illumination

The drawings and other information submitted with your January 13 letter regarding illumination of the subject section of the Beaverton-Tigard Highway are approved. It is recommended, however, that consideration be given to scheduling work on this project at a later date in order to avoid possible conflict with work currently underway on the recently awarded contract for the Walker Road Interchange.

Our April 21, 1969, letter approved a proposal to provide tower lighting at the Cedar Hills Interchange on the Sunset Highway. Considering the complexity of this interchange and the background lighting in the area it is suggested that consideration be given to lighting the Cedar Hills Interchange either prior to or concurrently with the Walker Road Interchange Section.

1-27-72

Schroeder-Young
BY DEPUTY STATE ...

NOTED
F. B. KLABOE

RECEIVED
JAN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
COM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

7825-E

JAN 17 1972

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 13, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Walker Road Interchange Section
Beaverton-Tigard Highway
Washington County
Bridge 13575
Illumination

Attached are two sets of three drawings each of the proposed illumination for the above project. Also attached are copies of photometric sheet 35-175044-00 and the current ADT.

The lighting for this project starts at the southern end of the Cedar Hills Interchange, goes through and includes the Walker Road Interchange, and ends at the north end of the Tualatin Valley Highway Interchange. The highway will be illuminated to 0.8 footcandle maintained at a 3:1 uniformity ratio with 700 watt clear mercury luminaires mounted at 50 feet on steel breakaway poles.

This section of highway lies between the Sunset Highway and the Tualatin Valley-Beaverton-Hillsdale Highway complex, which are two heavily traveled arterials. Lighting has been approved previously for the Cedar Hills Interchange on the Sunset Highway by the Federal Highway Administration and will be contracted in the near future. Lighting presently exists on the Beaverton-Tualatin Highway and on the Beaverton-Hillsdale Highway. In addition to the existing and contemplated lighting, as mentioned above, there is considerable background lighting near both interchange areas as well as a large residential built-up along both sides of this section of highway.

The traffic counts as shown on the attached sheet are presently slightly under that for suburban warrants for freeways but it is anticipated that this traffic will increase rapidly as this area has had a record of rapid expansion.

NOTED
A. E. JOHNSON

The interchanges on this section are approximately one-half mile apart which will generate considerable weaving and merging traffic. Illumination under this and the above conditions should contribute substantially to the safety of this section of highway.

It is intended to call for bids on this project at the March 30, 1972, bid letting. The estimated cost of this project is $147,000 which includes an allowance for engineering and contingencies. This project is being submitted to you at this time for your approval. Please return one set with your approval and/or comments noted thereon.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

DOC:dh
Attachments

cc A. E. Johnson
V. E. Skoog
L. H. Young
L. E. George

RECEIVED
JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7825

RECEIVED
SEP 10 1971
FOR FILING

SP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 8, 1971

SUBJECT: Proposed Illumination
Beaverton-Tigard Highway
Walker Road Interchange Sec.

To: L. H. Young
Programming & Planning Engineer
B U I L D I N G

The Traffic Section has recommended illumination on the Beaverton-Tigard Highway between the Cedar Hills Interchange and the interchange at the Beaverton-Hillsdale Highway. Illumination exists at the Beaverton-Hillsdale Interchange on a partial basis. A project is currently being prepared for the Sunset Highway Interchange at Cedar Hills. The proposed project would be to fill the gap between these two existing projects. It would include lineal illumination as well as interchange illumination at the Walker Road Interchange.

The total estimated cost of the project is approximately $100,000. Mr. Klaboe has requested that you add this work as a separate contract project to the Federal Aid Secondary Program.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Operations Engineer

NOTED
F. B. KLABOE

LEG:mb

cc: F. B. Klaboe (FBK 4395)
I. D. Merchant

RECEIVED
SEP 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Val

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SEP - 7 1971

TRAFFIC ENGINEER

Salem, Oregon
August 26, 1971

SUBJECT: Walker Road Interchange Section
Beaverton-Tigard Highway
Washington County

To: AUG 27 1971

Mr. L. E. George
Operations Engineer TRAFFIC ENGINEERING
Traffic Section

B U I L D I N G

Attention Mr. Val P. Johnson
Traffic Control Engineer

At the time that the Sunset Highway-Beaverton Section went to contract, it was intended to light from the Tualatin Valley Highway to Walker Road. This lighting was not contracted at that time because the County refused to pay the power cost.

We are now intending to construct an interchange at Walker Road and the question arises as to whether the policy of illumination power cost has changed and whether we want to illuminate the Beaverton-Tigard Highway from the Cedar Hills Interchange to the Tualatin Valley Highway which would also include the Walker Road Interchange.

Attached is one print of T.E.D. Dwg. 2127 which shows the illumination from the Tualatin Valley Highway to the Walker Road Interchange. The approximate cost of this section is $23,000 with a power cost of $607.20 per year.

Also attached is one print of the Walker Road Interchange showing the proposed illumination. The approximate cost of this section would be $55,000 with a power cost of $1,490.40 per year.

To complete the short section from the Walker Road Interchange to the Cedar Hills Interchange would cost approximately $20,250 with a power cost of $552.00 per year.

Totaling the above figures, the complete cost would be $98,250, which includes an allowance for engineering and contingencies. The total yearly power bill would be $2,649.60.

Please advise if this section should be worked up for contracting.

L. L. Wallace

L. L. Wallace
Bridge Design Engineer

NOTED
L.E. GEORGE

NOTED
TRAFFIC CONTROL
ENGINEER

DOC:dh
Attachments
cc D. O. Christensen

7825

RECEIVED
JUL 6 - 1971
FORM S-30 (REV. 10-69)
FOR FILING

4

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 1, 1971

To: F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

SUBJECT: Possible Illumination
Cedar Hills Interchange
Sunset Hwy.-Beaverton Section
Beaverton - Tigard Highway

Duane Christenson of the Bridge Section contacted us this morning in regard to possible illumination of the above interchange, and if illumination is not possible, as to the disposition of those portions of the old series circuit lighting which will exist after the current construction is completed.

You will recall that prior to the lighting of the current contract, we had worked up preliminary plans for tower lighting of this interchange. The estimated cost was approximately $200,000, and the installation was approved by the Federal Highway Administration. However, the County refused to assume responsibility for power costs and the illumination portion of the contract was dropped.

With the change in thinking in regard to responsibility for power costs, it is possible that we wish to revive this installation. Because of the complexity of the interchange, illumination is definitely in order.

I recommend that we proceed with a design. If you approve, I will so advise the Bridge Section.

L. E. George
Operations Engineer

LEG:mk

7-2-71
copies to
al Johnson
Bud George

Approved 7/2/71
Asst. State Highway Engr.

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

7826 Table Rock Rd.-Barnett Rd. (Medford) '72
Bikeway Section
(Grading, paving, and structure)

7826

February 4, 1975

General Insurance Co. of America
1500 S. W. 1st
Portland, OR 97201

Gentlemen:

On June 12, 1974, we wrote to you concerning release of final payment on Contract No. 7826 awarded to Ross Bros. Construction, Inc., for work on the Table Rock Road-Barnett Road Bikeway in Medford of the Pacific Highway in Jackson County.

Final payment on this contract is $2,448.47 and the total contract amount is $226,781.45 including $353.97 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7826

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 10, 1974

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of a completed contract which I accepted under authority delegated to me by the Transportation Commission

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on June 10, 1974 I accepted the following:

Contract No. 7826, Work Completed July 27, 1973

Project Table Rock Rd.-Barnett Rd. (Medford) Bikeway

Highway Pacific County Jackson

Type of Work Grading, Paving and Structure

Contractor Ross Bros. Construction Inc.

Administrator and
State Highway Engineer

#7826

June 10, 1974

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.E.
Salem, OR 97303

Gentlemen:

Your third request for time extension on the Table Rock Road-Barnett Road Bikeway project, Contract No. 7826, has been reviewed. This has included reconsideration by the Resident and Regional Engineers and by the Construction Section. All agree that the 20 days already granted was very reasonable and that further extension is not justified.

After careful consideration, I find no valid reason for further extension, and this last request is denied.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Alfred Shirley
J. X. Wilson

JAB:fr cm

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 30, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Table Rock Road-Barnett Road
(Bikeway)
Contract No. 7826

Two time extension requests from Ross Bros. Construction, Inc. have been considered on this project. The first one resulted in a 20-day extension (for added retaining wall, culvert pipe and fencing) and the second one was denied, leaving 22 days and $2,200 in effect.

This third request has been reviewed in the field and here. Resident Engineer and Region recommend against any further extension. I agree and believe the 20 days we extended already was generous.

Rough draft denial letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
MAY 30 1974
Office of
Assistant State Highway Engineer

7826

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 23, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Table Rock Road-Barnett Road Bikeway
Contract No. 7826
Second Request for Time Extension

Ross Bros. Construction, Inc., submitted a second request for an additional 22 days' time extension based only on delay in securing fencing materials. This work was subcontracted to Cyclone Fence and the 22 days requested is all the liquidated damages that remain after a 20-day extension which was granted in August, 1973. The subcontractor admits having misjudged the steel supply situation and not placing orders in time to avoid late delivery of some of the fencing materials.

The 20 days already granted included 10 days for added fencing. We find no valid reason for further extension and this second request has been denied.

This matter will be included in the report on time extensions on the agenda for your information at the January 30 meeting.

bc George M. Baldwin
C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
V. L. Gallagher
Gary Sund
R. E. Whipps

JAB:fr ja

F. 7826

January 23, 1974

Ross Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, OR 97303

Gentlemen:

We have reviewed your second request for time extension, based only on delay in securing fencing materials, for work on Contract No. 7826 on the Table Road Road-Barnett Road Bikeway on the Pacific Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts and provisions of the contract, the extension must be denied. We feel you were treated very fairly on the first request for time extension which included ten days for added fencing.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc C. W. Head
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

JAB:fr ja

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1974

SUBJECT: Table Rock Rd.-Barnett Rd. Bikeway
Contract No. 7826
Second Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Ross Bros. Construction, Inc. submitted a second request for an additional 22 days time extension based only on delay in securing fencing materials. This work was subcontracted to Cyclone Fence and the 22 days requested is all the liquidated damages that remain after a 20-day extension which was granted in August 1973. The subcontractor admits having misjudged the steel supply situation and got caught with late delivery of some of the fencing materials.

On the first request, the Resident Engineer recommended only 3 days extension, the Region recommended a maximum of 10-1/2 days and we justified the 20-day extension granted, by making some judgements in the contractor's favor. This 20 days included 10 days for added fencing (the contractor had requested 7 on this) and the August 23, 1973 response to the contractor set forth the break-down on the 20 days.

The Resident and Region recommend against any further extension and I concur in this. I think the contractor was treated very fairly by our action on the first request. Because this was a second request and for a rather poor reason, I have obviously given other contract time extensions priority in handling recently.

Rough draft letters to the contractor and to the Commission on the basis of declining further extension are attached.

RECEIVED
JAN 22 1974
Office of
Assistant State Highway Engineer

JAB:fr
Attach.
cc: V. L. Gallagher

E-930 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 4, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 270 days to 280 days, within which to complete our Contract No. 7826, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached letter to Mr. Wm. H. Maude dated Jan. 4,1974.

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Terry Geisinger

CONSENT OF SURETY

Date January 4, 19 74

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Frances Bradley (SEAL)

Kenneth M. Potts
Resident Agent POTTS-DAVIS & CO.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7826 Contractor Ross Bros. Construction Inc.

Highway Pacific

Section Table Rock Rd-Barnett Rd. (Medford) Bikeway

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommended for Approval:

P. X. Wilson
Division Engineer

Construction Engineer ~~or~~
Bridge Engineer

H S Crumlee
~~Asst~~ State Highway Engineer

Contract No.	~~State~~ 7826
Project designation	State (State-Federal)
Date awarded	9-22-72
Work started	10-23-72
Per cent completed	7-27-73 (Date)
No. of Workdays Allowed	250
No. of Workdays Used	292
No. of Added Workdays Requested	

SP*8296-734

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.
SALEM, OREGON 97303

January 4, 1974

Mw. H. Maude
Resident Engineer
P.O. Box 368
Medford, Oregon 97501

Table Rock Rd.-Barnett Rd. (Medford)
Jackson County
Contract No. 7826

Gentlemen:

In reviewing estimate number 12 for the subject project, I find that we have not been paid anything for Temporary Protective and Directional Measures for Traffic. The special provisions for this project state that all temporary protective and directional measures required will be paid for as extra work. We have an Extra Work Order, Number 1, for a lump sum of $1,600.00 signed for this work and we did provide temporary protective and directional measures when needed on this project. These temporary protective and directional measures included; flagmen, signing, contractor identification signs, barricades, etc.

Also in reviewing estimate number 12, I do not see why bid item number 10, Laborers, underran by approximately 70%. This large of an underrun caused our cost-overhead ratio to change. Therefore we are requesting additional compensation of $1.00/ hour for each of the 218 hours shown on estimate number 12, for a sum of $218.00.

I see that we are still being charged 22 days liquidated damages. In the breakdown granting us 20 days extention of time we were only allowed 3 days for ordering, and placing additional pipe. We feel we should be allowed an additional 10 days since the pipe items overran as follows:

8" culvert pipe.....	311 L.F...	(overrun)
12" culvert pipe.....	49 L.F...	(overrun)
18" culvert pipe.....	56 L.F...	(overrun)
8" drain pipe.....	350 L.F...	(overrun)
Special Filter Material.....	37 C.Y...	(overrun)
Trench Excavation.....	101 C.Y...	(overrun)

Also the 48" culvert pipe was added as additional to the contract. It took considerably more time than 3 days to excavate, place, obtain, add special filter, and backfill this pipe. Enclosed please find copies of form E-320 as required.

Your attention to these matters would be appreciated.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger

Oregon State Highway Division Res. Engineer
REC'D _____ Medford
JAN 7 1974
Res. A Res A Res. Office 2 3 4 5 6 7 8 9

E-320 (Rev.)—3M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 4, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 270 days to 292 days, within which to complete our Contract No. 7826, without the assessment of liquidated damages. The said contract is described as follows:
Grading, Paving, & Structure: Table Rock Rd-Barnett Rd. (Medford) Bikeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As per attached letter from U.S. Steel Company.

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Terry Guisinger

CONSENT OF SURETY

Date Sept. 5, 1973

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Frances Bradley

POTTS-DAVIS & CO.
Resident Agent

Kenneth M. Potts

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7826 Contractor Ross Bros. Construction Inc.

Highway Pacific

Section Table Rock Rd.-Barnett Rd.

Kind of Work Grade, Pave & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

J. X. Wilson
Division Engineer

Robert J. Bond
Construction Engineer or ~~Bridge Engineer~~

H. L. Coulter
Asst. State Highway Engineer

Contract No.	7626
Project designation	State (State-Federal)
Date awarded	9-22-72
Work started	10-23-72
Per cent completed	100% 7-30-73 (Date)
No. of Workdays Allowed	250 Calendar Days
No. of Workdays Used	292
No. of Added Workdays Requested	30

SP*0206-734

CYCLONE FENCE

U.S. Steel
Supply
Division of United States Steel Corporation

2091 WILLIAMS STREET
SAN LEANDRO, CALIFORNIA
MAIL: P. O. BOX 1918
SAN LEANDRO, CALIFORNIA 94577
415/352-2300

August 30, 1973

Ross Brothers Construction Co.
3501 Brookdale Rd. N.E.
Salem, Oregon 97303

Re: Contract No. 7836
Medford Bikeway

Please refer to Mr. Morton's letter of June 12, 1973 wherein he pointed out in a general way the significant changes in the steel market and effect on our time performance on the subject project.

I would like to document these material problems which were encountered unexpectedly.

First it must be realized that Oregon State Highway Specifications contain several provisions which are not standard within the chain link fence industry and it was these requirements which helped to create the supply problems Mr. Morton mentioned.

These special requirements are:

1. Pipe posts required by the specification must be of ASTM A-53 pipe and have a 2 ounce zinc coating.

   The standard in the fence industry is ASTM A-210 pipe with an average 1.8 ounce zinc coating.

2. Pipe which meets ASTM A-53 requirements is normally galvanized to an average 1.8 ounce zonc coating, thus a fence supplier must secure ungalvanized A-53 pipe and make arrangements for special galvanizing to meet the 2 ounce coating.

We, of course, were fully aware of these requirements at time of bidding, however, the steel market was such in the fall of 1972 and early spring of 1973, that we felt we could follow a normal practice of confirming actual job quantity requirements prior to placing orders for the pipe through our Eastern mills.

We, in fact, did confirm actual job requirements in early May. We then sought to place orders for the A-53 pipe through normal channels only to discover deliveries were running 60 to 90 days.

In an attempt to meet our job commitment, we finally located some A-53 pipe in the Los Angeles area and placed an order for the same on May 22, 1973 at considerable additional cost to us.

This material was in turn galvanized in the San Francisco area and thence to our Portland Warehouse for State sampling and inspection. It arrived in Portland on June 11, 1973 and was sampled on June 13, 1973. We were advised of the test results on June 26, 1973.

We took every step possible in the interim, including the shipment and installation of material prior to learning the lab results, knowing there was some possibility of material rejection.

Due to the special pipe requirements and the steel market situation which we did not anticipate, it required 40 days to locate, order and process pipe which under normal conditions would have been available in less than 10 days.

We ordered the pipe as soon as actual quantities required were known. This being non-standard, orders are placed only for actual job requirements.

Favorable consideration of Mr. Morton's request will certainly be appreciated in view of the added costs already incurred in our efforts to fulfill our contract commitments on this project as we have consistently done on so many other State projects in the past.

The above serves to substantiate Mr. Morton's request for a 30 day extension of time and is further documented by the attached copy of L.B. Foster Co., invoice dated May 22, 1973 covering purchase of the pipe.

Your support in passing this on to approporiate State personnel is solicited.

Very truly yours,

UNITED STATES STEEL CORPORATION
Cyclone Fence

W. T. Houghton
Area Service Manager

WTH:lb

Attachment

7826

August 23, 1973

Ross Bros. Construction Company
3501 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for a time extension on Contract No. 7826 for work on the Table Rock Road-Barnett Road (Medford) Bikeway Section in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, a 20-day extension is granted which will reduce the time liquidated damages on this project. This extension is made up of seven days for the added retaining wall, three days for added culvert and drain pipe, and ten days for added fencing quantities.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
C. T. Keasey
H. S. Coulter
V. E. Skoog
Alfred Shirley, Jr.
Bill E. Brown
V. L. Gallagher

JAB:fw dr

7826

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 23, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Table Rock Road-Barnett Road
(Medford) Bikeway
Contract No. 7826

Ross Bros. Construction Company, contractor on this project, has requested a 30-day extension of time based on added work items and adverse weather. The Contract was awarded September 22, 1972, with 250 calendar days allowed. The project was completed July 27, 1973, with 42 days liquidated damages at $100 per day.

A retaining wall was added on the project, which added another concrete work area and justifies a seven-day extension. An increase in culvert pipe lengths and the addition of a 48-inch pipe justifies three days extension. The fencing was increased by 700 feet. The fencing was the significant late work done on liquidated damages time, and this justifies ten days extension. The other reasons offered by the contractor are not believed valid.

I have granted a 20-day extension of time on the project. This will leave 22 days and $2,200 liquidated damages in effect. This was a State project.

This matter will be on the agenda for your concurrence at the September 19 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher
Bob Whipps
Gary Sund

JAB:dpy

FORM E-90 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Table Rock Rd. -Barnett Rd.
(Medford) Bikeway
Contract No. 7826

FROM: John A. Bond
Construction Administration Engineer

Ross Bros. Construction Company is requested a time extension based on five items:

1. Additional equipment rental
2. Added retaining wall
3. Added pipe
4. Added fencing and difficulty in obtaining material
5. Adverse weather

This contract was awarded September 22, 1972 with 250 calendar days allowed. Time ran out on June 15, 1973 and the project was completed on July 27, 1973 with 42 days liquidated damages at $100 per day.

1. Equipment rental hours overran on time for a dozer, front end loader, and a dump truck. However, a grader, scraper and a roller underran. The net equipment hours overran 27 percent (363-1/2 actual versus 285 bid). The hand labor underran by about 600 hours or 86 percent under. Added use of equip reduced need for labor. — No time recommended

2. A retaining wall was added on the project, but the heights and lengths of the two on the plans were reduced. The total volume of concrete was actually reduced. However, by adding another work area, the time involved could have been increased. The seven days requested for this item by the contractor is reasonable for the additional foundation excavation, forming, etc., and should be granted as recommended by the Region.

3. An increase in pipe lengths and the addition of a 48-inch pipe justifies some time (1,841 feet actual versus 1,070 feet bid on four items). The Resident Engineer estimates a three-day delay and a time-money prorata share would also amount to about three days. Therefore, three days extension is recommended.

RECEIVED
AUG 15 1973
Office of
Assistant State Highway Engineer

4. The original amount of fence on this project was 2,300 feet. A revised fence plan was given to the contractor on about March 1, 1973 which required 3,000 feet. This was a 700-foot extension of contract quantities and pro-rating against the 41 days involved in installing the total amount, this would justify an extension of ten days. The fencing was the significant late work done on liquidated damages time. Contrary to the Region recommendation, I believe we should recognize our quantity increase on what turned out to be a difficult item.

5. The contractor is asking for seven days due to weather conditions. The records show that the Medford area experienced a comparatively dry winter. The contractor worked every week including through the December cold spell. No time is recommended due to weather.

In summary, an extension of 20 days is recommended. This will leave 22 days of liquidated damages at the rate of $100 per day for a total of $2,200. This was a State project. Rough draft letters to the Commission and contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

7826

Salem, Oregon

August 8, 1973

C. T. Keasey, Construction Engineer
B U I L D I N G

L. H. Young, Office Engineer

Request Contract Acceptance

Contract 7826, Work Completed July 30, 1973

Project Table Rock Rd. - Barnett Rd. (Medford) Bikeway

Highway Pacific

County Jackson

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

VG:pr

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7826 Contractor Ross Bros. Construction Inc.

Highway Pacific (Bear Creek)

Section Table Rock Rd.-Barnett Rd. (Medford) Bikeway

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 20 days for added retaining wall, added pipe and added fencing.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer ~~or Bridge Engineer~~

~~Asst~~ State Highway Engineer

7826

Contract No.	7 State
Project designation	9-22-72 (State-Federal)
Date awarded	10-23-72
Work started	811 7-7-73
Per cent completed	250 Calendar Days (Date)
No. of Workdays Allowed	272
No. of Workdays Used	21
No. of Added Workdays Requested	

SP*6306-734

E-327 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 15, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 280 days, within which to complete our Contract No. 7826, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Dates thru out contract time for the following reasons:

1. Additional equipment rental as per PA #1.
2. Additional retaining wall at irrigation diversion
3. Additional pipe work for bid items no. 19, 22, 23 and PA #4.
4. Additional quantities of fencing material as per PA #6 and the difficulty in obtaining material.
5. Additional time due to bad weather conditions

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By R K Ross

CONSENT OF SURETY

Date June 15, 19 73

We, SAFECO INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

(SEAL)

Frances Bradley by Kenneth H. Potts

POTTS, DAVIS & CO.
Resident Agent

Kenneth H. Potts

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 14, 1973

To: Mr. Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Table Rock Road-Barnett Road
(Medford Bikeway)

NOTED
E. S. HUNTER

I have reviewed with interest Mr. Brown's narrative report on the subject bikeway and find that most of the conceptions and recommendations made are reasonable. I feel the Medford bikeway is representative of some of our best efforts to date and Mr. Brown is to be congratulated on an excellent facility that necessitated many engineering judgments on his part during construction.

However, I take exception to portions of the so-called "flow" concept which disregards grades, curvature, superelevation, et cetera. We have discovered through trial and error that grades and curvature, widening on curves and superelevations are extremely important. For this reason, we believe that the standards established for bikeways should be followed.

As you know, a portion of the Corvallis bikeway is being reconstructed because of unacceptable horizontal alignment having inadequate sight distance which created a hazard to cyclists. We have also discovered that a motor-driven wheelchair could not negotiate grades in excess of 10 percent on the "Goose Hollow" bikeway in Portland and we have received considerable criticism for this lack of foresight. We are revising the bicycle standards and guidelines manual based on our experience, and while I have no particular quarrel with the "flow" concept, it is hoped resident engineers who are involved with the design and construction of bicycle paths will recognize that these standards and guidelines are based on experience in the construction of such facilities.

By using sound engineering judgment, the "flow" or "free location" concept can still be obtained with field adjustments as necessary within the standards. It is realized that the standards cannot apply to all situations and where standards must be modified to less than those in the manual, approval must be secured from the

RECEIVED
NOV 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Location Engineer. With this approach, I am certain we can have bicycle paths that are esthetically pleasing and still have a safe and usable facility. It is not our desire to construct "race tracks"; however, the design criteria in the manual will result in safe bikeways.

There is considerable merit in full-depth paving and 10-foot paving widths. The 8-foot width should remain as a basic standard for economic reasons with consideration for increased width in those areas with anticipated high usage. Experience indicates that the elimination of rock shoulders on bikeways is a must; however, as Mr. Brown points out, a suitable substitute needs more study.

The criticism directed at the use of CL-4 fencing for adequate safety is most likely justified from an environmental and compatability standpoint. We are cooperating with the Design and Bridge Sections to develop an acceptable substitute that hopefully would be esthetically pleasing and still provide the safety needed. At present, a 42-inch handrail and fencing with green vinyl-clad fabric, as well as the use of tubular protection in lieu of fencing, are being investigated. We would appreciate any suggestion for a method of protecting the cyclist in those areas where fencing has been considered in the past which would be more esthetically acceptable and still stay within financial limits.

This is certainly not to be considered a criticism of Mr. Brown's approach to the construction of bicycle paths, but rather to alert you to the problems that we have encountered. Keeping in mind the reasons why we have developed standards for the design and construction of bicycle facilities, it is hoped that engineers will adopt the same attitude as Mr. Brown; i.e., to construct bicycle paths that blend with the environment rather than paths that might stand out like a sore thumb.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter (w/att)
Metropolitan Engineer (w/att)
Regional Engineers (w/att)
James H. Versteeg (w/attach)

COPY

NARRATIVE REPORT

Table Rock Road-Barnett Rd. (Medford Bikeway)
Pacific Highway
(Bear Creek)
Contract #7826

Jackson County
Prefix 815-1157

Due to the amount of comments required in this report, the order is by phases rather than by chronological order. The narrative reports on structural work is attached.

Clearing began on October 23, 1972 in the vicinity of the bridge. This item was a lump sum and therefore helped minimize field work.

Before the grading began, meetings were held with the Medford Parks Director as to what they envisioned for this bikeway. It was brought out that the major use would be recreational, and scenic values were to be enhanced. It was felt that the bikeway should "flow" through the terrain with a minimum of tangents and a multitude of grade changes. Also discussed was the matter of safety, this will be covered under fencing.

The "flow" concept was adapted and line and grade adjustments were made. This concept is not in agreement with the new "Bikeway Standards" as released by our design section, as grades are as steep as 12% for short runs, some curves are tight and super elevations are very limited. However, public acceptance of this design has been very favorable. For future contracts, we are in favor of the "flow" concept for bikeways that are primarily for recreational use.

The grading was done on the basis of equipment rental and this office is very pleased with this type of contract. However, we feel that some improvements could be made in equipment specifications. We feel that the motor grader should have a blade width equal to subgrade width as a minimum, it should have scarifiers and be capable of slope dressing. The tractor with dozer, 65 HP minimum is fine but should have required; hydraulic tilt, angle and elevation control. The machine furnished on this project had all of the above plus hydrostatic transmission and as a result the time was overrun by more than 500% as it would do items originally intended to be done with hand labor or other equipment. On most work, a front loader with articulated steering is desired. In trucks, the 6 cubic yard size is fine but in many cases tandem rear axles should be required.

Drainage installations were fine other than a lack of a bid item for granular pipe backfill or equivalent. In some instances the Special

COPY

Filter Material was not the material needed and there was not an item to allow us to use base material or equivalent as needed.

As grading neared completion, the contractor offered a price agreement to allow 10-foot wide surfacing throughout the project for omitting the rock shoulders. This was accepted. Discussions with the paving subcontractor led to the use of a standard paving machine rather than the box spreader. Paving was completed in four partial day shifts. From this one project we have developed strong opinions on surfacing. First go to full depth A.C. as the use of base rock is not saving money, and is an additional operation to supervise and test. Second, the paving wherever possible should be 10-foot wide to allow the use of a machine as it gives a much smoother ride and a improved general appearance. Third, our shoulder design is poor. Rock shoulders are a hazard to the bicyclist and topsoil shoulders get loose when they dry and are pushed away from the surfacing. We don't have the answers but would suggest the use of sod in lawn and planted areas and perhaps impervious material for use in unmaintained areas. This is one item that needs attention.

Fencing on this project was the cause of criticism by the City of Medford and some of the public. They felt that too much CL-4 fence was installed thereby cutting off the view of Bear Creek. We felt that our fencing was a minimum for adequate safety. Fence was installed wherever there was less than 10 feet of level ground between the edge of pavement and the adjacent drop-off. In regards to the type CL-4 we have two suggestions. One, we found that a bike pedal could get under the 6-inch ground clearance of the modified installation and recommend 4-inch clearance instead and secondly, if all possible it should have knuckled type selvaged edges. When the chain link fabric is hit, it turns the sharp ends of the sheared selvage out toward the bikeway causing a hazard.

In summary, we like the equipment rental type contract but would tighten equipment specifications slightly. We feel that the "flowing" concept of Bikeway Design has its place and the "Standards for Bikeway Design" should allow this. We also feel that the 10-foot width is desirable and should be used with the machine paving whenever possible.

(Signed) B. E. Brown

B. E. Brown
Resident Engineer

COPY

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR 97330

SUBJECT: Narrative Report
Table Rock Rd.-Barnett Rd.
Medford Bikeway

To: G. W. Wimer
Regional Construction Engineer

FROM: (Signed) Richard E. Nelson

Richard E. Nelson
Resident Engineer

As you requested, I offer the following comments on Bill Browns narrative report on the Medford Bikeway.

The lump sum clearing is questionable, this could depend on the amount of clearing required, where minimal clearing is required, it is more economical to perform the clearing with the grading under the equipment rental. Where substantial clearing is required, disposal of the debris could be a problem if particular attention is not provided in the special provisions. We prefer the equipment rental method.

The referred to "flow concept", I strongly agree with, I don't believe a "racetrack" design is environmentally compatable or justifies the additional cost they would incur.

The comments on the motor grader, the dozer and front end loader are very good, on the dump truck, I agree we need the tandem axles, but believe you have to go to a 10 yarder to accomplish this, should require 10 cu. yd. trucks with tandem axles in future jobs.

I concur with full depth A.C., with reservation, it takes only a light shower to halt the paving operation. I agree the rock shoulders are unsuitable, and topsoil shoulders are less than ideal, the use of bark mulch is also a problem, as it dries out and blows onto the bikeway. The bark should eventually decay to a more stable condition and is the desireable method at this time. Some research should be made for a better, more economical shoulder material.

Fencing is an item that is not favorably received by the public. Where the hazard is serious, CL-4R fence is probably a must, however, where the hazard is not severe, other alternatives should be considered, possibly hedges could be planted.

COPY

The 10 foot wide bikeway and requiring a paving machine has considerable merit, as 10 foot width should be considered for all routes with heavy traffic, and problems are encountered in trying to lay over 2 inches with the box spreader.

The equipment rental type contract is probably the only reasonable way to construct this type of facility, however in addition to tightening the equipment specifications, consideration should be given to "Workday" time count, we shouldn't be working the equipment under adverse conditions, and if won't pay to work the equipment, we shouldn't charge time.

Another provision that should be spelled out is wages for the contractors operators, for stand-by time, or for a shortened shift. Bikeway work is frequently not done during prime construction season, and when adverse conditions terminate the workday early, or temporarily suspend the work, the contractor must pay his operators, which we should pay, and paying for the machine for this time is not equitable. The provision that operators on standby would be paid at the "laborer" rate should provide equitable compensation.

cc C. T. Keasey
C. G. Swenson
Jim McClure

7826

October 9, 1973

West Main Rent-All
2122 West Main Street
Medford, Oregon 97501

Gentlemen:

This is to acknowledge your letter of October 5 informing us of your claims against subcontractors on highway jobs for equipment rentals.

From the information in your letter your claim for $93.24 against Hoaglin Construction appears to be in reference to M. C. Lininger and Sons, Inc., Contract No. 7709 for work on the Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County. The United Pacific Insurance Co. furnished the performance bond on this contract.

From the information in your letter your claim for $110 against F & W Fence & Building appears to be in reference to Ross Bros. Construction, Inc., Contract No. 7826 for work on the Table Rock Road-Barnett Road Bikeway in the City of Medford on the Pacific Highway in Jackson County. The General Insurance Company of America furnished the performance bond on this contract.

We will advise the sureties of the receipt of your claims and forward them to the Secretary of State for filing.

Please advise this office when your claims have been satisfied.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

by
R. M. Graham, Assistant Manager

NOTED ON CARD
10-9-73 J.D.

cc M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

General Insurance Company of America
Surety Department
Portland Service Office
1500 S. W. First Avenue
Portland, Oregon 97201

bc Hon. Clay Meyers - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

AMERICAN RENTAL ASSOCIATION

WEST MAIN RENT-ALL

2122 WEST MAIN STREET - MEDFORD, OREGON 97501 - PHONE 773-7323

October 5, 1973

Secretary of the State Highway Commission
State Highway Building
Salem, Oregon 97308

Dear Sir;

The Resident Engineer of the Medford Highway Department has instructed us to inform your office that the following companies, both sub-contractors on State jobs, have as of this date, not paid their accounts and have past due balances.

Hoaglin Construction
P.O. Box 187
Cornelius, Oregon 97113

State Job # 7709
Balance Due $ 93.24
Due May 5, 1973

F & W Fence & Building
4820 Sunnyview Road NE
Salem, Oregon 97303

State Job # 7826
Balance Due $110.00
Due July 10, 1973

Any information and help with these accounts would be very much appreciated and if any additional information is needed we would be glad to supply it.

Sincerely,

John A. Tucker

John A. Tucker
West Main Rent-All

JAT/nj

RECEIVED
OCT 8 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7826

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September ~~7~~ 14, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

Dwight Christie
20 Lincoln Street
Medford, Oregon 97501

Dear Mr. Christie:

Mr. J. X. Wilson, Regional Construction Engineer in Roseburg, has forwarded to us a copy of your claim letter addressed to our Resident Engineer stating that F & W Fencing owes you money.

In order that we may properly file your claim with the Secretary of State, will you please direct to this office a letter stating the amount of your claim, what it is for, give the date or dates and a description of the project.

Your claim appears to be in connection with the following contract:

Contract No. 7826
Ross Bros. Construction, Inc.
Grading, paving and structure
Table Rock Road-Barnett Road (Medford) Bikeway
Pacific Highway
Jackson County

Upon receipt of your original claim letter, we will file it with the Secretary of State, notify the surety which furnished the performance bond and the prime contractor.

Very truly yours,

C. W. Head

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:td

9/14/73
Letter returned from P.O. as unclaimed

Called Bill Browns office, Res. Engr. & he said Christie had left town (ran

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1973

SUBJECT: Table Rock Rd.-Barnett Rd.
(Medford) Bikeway
Jackson County
Contract No. 7826

To: J. X. Wilson
Regional Construction Engineer

FROM: John A. Bond
Construction Administration Engineer

We have reviewed your August 13 letter and prior letters written by the Resident Engineer concerning apparent non-compliance with some of the contract requirements.

I find that the June estimate payment is still being held in the amount of $3,766.75. The July estimate No. 9 shows a total earnings in the amount of $25,062.50 and I note a recently approved time extension would refund $2,000 in liquidated damages to the contractor in addition. This ought to be incentive enought to inspire the contractor to respond to the Resident Engineer's requests.

I would suggest another letter be directed to the contractor from the Region level if you do not yet have a satisfactory response from him and pointing out the specific specifications in our contract which are the basis of our concern and withholding of payment so far. I assume this would include a reference to 107.04, Minimum Wage Rates on Public Works, 108.01, Assignment and Subletting, and 109.13 which we believe gives us the authority for withholding these partial payments.

The two statements from alleged workmen employed on the project, Dwight Christy and Ken Bush, are being forwarded to the Manager, Administrative Services, for forwarding to the Secretary of State and bonding company.

I think it would also be proper to advise the contractor that failure to cooperate could affect his prequalification for future highway projects.

We are forwarding progress estimate No. 9 on over to Contract Payments so that they can go ahead and check it and process it up to the point of releasing any actual payment.

This has been discussed with Jack Sollis and has his concurrence.

NOTED
C. W. HEAD

JAB:fw
cc: Cecil Head
V. L. Gallagher

OREGON STATE
HIGHWAY DIVISION

Mr. Dwight Gristie
20 Lincoln Street
Medford, Oregon 97501

Dear Sir:

This will acknowledge receipt of your letter of August 9, 1973 in regards to non-payment of wages on the Medford Bike Path Construction.

We have forwarded your letter to our Region office for further processing. We will further advise you at the earliest possible date.

Very truly yours,

B. E. Brown
Resident Engineer

C.C.: J. X. Wilson

BEB/gc

To Resident Engineer:

I worked for F & W Fencing on the bicycle path last June and have not been paid for my work to this date.

Name: Dwight Christie

Address: 20 Lincoln Street

Days Worked: June 27th & 28th

Social Security No.: 544-58-8917

Sincerly,

Dwight Christie

OREGON STATE
HIGHWAY DIVISION

Mr. Ken J. Bush
319 Alta Street
Ashland, Oregon 97520

Dear Sir:

This will acknowledge receipt of your letter of August 9, 1973 in regards to non-payment of wages on the Medford Bike Path Construction.

We have forwarded your letter to our Region office for further processing. We will further advise you at the earliest possible date.

Very truly yours,

B. E. Brown
Resident Engineer

CC: J. X. Wilson

BEB/gc

8-9-73

Resident Engineer:

Sir:
Last June I worked on the "bike path" in Medford for the F+W. Fencing Co. To this date I have not recieved any money for this work. I would appreciate any efforts you make in getting my money.
My name Ken J. Bush
address 319 AHA Ashland Ore 97520
Soc. Sec. no 543-62-4129.
Days worked June 27 + 28

Thank you for your efforts
Ken Bush

7826

FORM E-50 (REV. 10-69)

NOTED
U. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1973

SUBJECT: Table Rock Rd.-Barnett Rd.
(Medford) Bikeway
Jackson County
Contract No. 7826

To: J. X. Wilson
Regional Construction Engineer

FROM:
John A. Bond
Construction Administration Engineer

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We are forwarding progress estimate No. 9 on over to Contract Payments so that they can go ahead and check it and process it up to the point of releasing any actual payment.

This has been discussed with Jack Sollis and has his concurrence.

RECEIVED
AUG 30 1973
Office of
Assistant State Highway Engineer

JAB:fw
cc: Cecil Head
V. L. Gallagher
H. S. Coulter

7824

August 27, 1973

Ms. Isabel H. Sickels, Chairman
Bear Creek Greenway Committee
2608 E. Jackson Drive
Medford, Oregon 97501

Dear Ms. Sickels:

This is in reply to your letter of August 6, 1973 pertaining to the Table Rock-Barnett Road (Medford) Bikeway, specifically commenting on your remarks concerning fencing.

It is true that during extreme flood conditions, portions of the bikeway will be under water. However, our hydraulics section has analyzed the situation and indicate that the fencing will cause no detrimental effects because they are located in areas of slack water. While the bicycle path might be considered safe without fencing during certain periods of the year, it is of great concern to us that youngsters will be riding the bikeway during those stages of flood when the path is nearly under water. I am certain you can recognize that if a youngster should fall into the stream during flood stage and drown, criticism would be extremely extensive, a life having been lost due to the lack of something as simple as fencing. Also, along some of the reaches of the stream where the path is immediately adjacent to riprap, a fall on these jagged rocks could cause severe injury. Our staff feels that the fencing is necessary to provide a safe facility and could not conscientiously remove it.

The bicycle path, however, is now under the jurisdiction of the City of Medford and if you wish to pursue the matter further with them, it might be that the City would concur with your thinking.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

VDW:mc jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

rogue valley council of governments

Bear Creek Greenway Committee
2608 E. Jackson Drive
Medford, Oregon 97501

courthouse
medford, oregon 97501
phone 773-6211 ext. 292

RECEIVED
STATE HWY ENGR
AUG 7 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 6, 1973

Mr. F. B. Klaboe
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

On behalf of the Bear Creek Greenway, I would like to thank the Highway Department for the delightful bicycle path along Bear Creek in the Medford City Limits. The patch is providing recreational enjoyment to a sizeable population of Medford's population and even a transportational route for some who have left their automobiles at home. One sees old and young using the patch, in fact the riders seem to come in all ages, sizes, shapes, and descriptions.

We do feel, however, that the recently added fencing is detrimental to the project and its high cost affords opponents to bicycle paths ammunition for their charges of exorbitant costs. Fencing costs could better have been used in lengthening the path in either direction along Bear Creek as per the Bear Creek Greenway plan. We feel that this fencing has created a formidable cattle chute rather than contribute to the safety of the bicycle rider, we question if in fact it has not had the opposite effect. All of the paraphernalia protuding from today's bicycles is liable to snag on the fence which has narrowed the path creating another and even more dangerous situation. Certainly the unwary rider would be subject to less injury were he to fall into a ground cover or brush alongside the patch, which even provided a shoulder of sorts prior to construction of the concrete embedded fence posts and fencing. It would seem highly unlikely that bicycle and rider would fall all the way down into the creek. In addition, as much of this fencing is within the flood plain, it creates a baffle trapping flood flotsam and jetsam and subjects the path to the turbulence consequent to flood passage impediments.

Perhaps the Highway Department will be good enough to note these objections in future bicycle path construction.

RECEIVED
AUG 8 1973
LOCATION
SECTION

RECEIVED
AUG 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I might add, I personally have received several telephone calls from bike riders who had been enjoying this path and who had similar complaints regarding the fencing. These people were under the mistaken impression that the Bear Creek Greenway Committee bore some responsibility for this section of the proposed trail system envisioned in the Bear Creek Greenway plan.

Sincerely,

Isabel H. Sickels

Chairman
Bear Creek Greenway Committee

IS:kep

cc - Mr. Michael A. Starr, Manager, City of Medford
Park & Recreation Division, Dept. of Community
Development, City Hall, Medford.
- Mr. Don Stathos, 1005 E. Main, Medford, Oregon
- Mr. Richard Finch, 751 Medford Shopping Center, Medford, Oregon.

July 27, 1972

Mr. Duane L. Scroggins
Public Works Director
City Hall
Medford, Oregon 97501

Dear Duane:

Reference is made to prior correspondence and discussion regarding the proposed bicycle-pedestrian facility to be constructed, i.e., Table Rock Road-Barnett Road (Medford) Section adjacent to Bear Creek and the Pacific Highway I-5.

Your letter of July 11 to Mr. Frank Terpin re Lazy Creek Culvert has been reviewed and it has been determined in the State's interest that two alternatives be considered:

City's Choice

1. State install box or pipe at the present site, and City construct or pay for any channel change for a future location of Lazy Creek.

2. State install box or pipe at future location, with City to furnish pipe for immediate installation by State at existing site. When City diverts Lazy Creek to future location, City shall also reconstruct and replace landscaping, fill material, etc. at present site.

I trust you understand State's position in this matter, realizing the costs involved and numerous bikeway-pedestrian facilities being considered throughout the State by the Oregon State Highway Division.

GR. COOR. DE AE UE

Please review the foregoing and reply at your absolute earliest as this proposed project has been tentatively rescheduled for the August 31 bid letting based on consummation of this and other related matters of construction.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Narwell
for

N. S. Cox
County and City Engineer

DNN:lat

cc: F. L. Hall, Attn: Frank Terpin
G. W. Woodring, City of Medford

bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
V. B. Wolfe
J. H. Versteeg
Earl Purdy

COUNTY
JUN 7 - 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

7/10/72: Table Rock Rd-Barnett Rd Bike-Pedestrian Trail Agreement
along Bear Creek and Pacific Hwy in Medford

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 28, 1972

Parks & Recreation Department
City of Medford
City Hall
Medford, Oregon 97501

Attention: Gary Woodring, Director

Dear Gary:

Pursuant to prior discussions, correspondence and meetings regarding the proposed Table Rock Road-Barnett Road bicycle-pedestrian facility adjacent to Bear Creek and the Pacific Highway in Medford, herewith are two preliminary sets of plans for your review and consideration.

It is currently proposed to accept bids on this project in late July with the State paying the initial construction costs.

Upon completion of project, to provide continuity of the City's bikeway system, it is the understanding the City will assume maintenance and operation of the facility.

If the foregoing is agreeable to you, please have the necessary signatures affixed and return two signed copies to this office.

APPROVED
CITY OF MEDFORD, OREGON
BY MAYOR
BY RECORDER
DATE July 10, 1972

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat
Encl.
cc: J. H. Versteeg

7826

FORM E-7 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Table Rock Rd. - Barnett Rd. (Medford) Bikeway		WEEK ENDING: August 4, 1973
HIGHWAY: Pacific		SECTION PREFIX: 815-1157
NAME OF JOB: Table Rock Rd. - Barnett Rd.	KIND OF WORK: Grading, Paving & Structure	COUNTY: Jackson
CONTRACTOR: Ross Bros. Construction Inc.	CONTRACT NUMBER: 7826	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 22, 1972	DATE WORK STARTED: October 23, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 250	CALENDAR DAYS USED 292
PROJECT AUTHORIZATION: $ 283,853.29	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 116.8
EXCLUSIVE OF ENGINEERING: $ 261,345.10	ENGINEERING AUTHORIZATION $ 22,508.19	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 230,000.00	ENGINEERING COST TO DATE $ 25,450.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 12.2 %	PERCENT OF AUTHORIZATION 113 %	DATE PROJECT WAS COMPLETED: July 30, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			3.3				3.3
MILES PARTIALLY COMPLETED							
MILES COMPLETED			3.3				3.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,005 hr				18,800 LF
TOTAL QUANTITIES CORRECTED TO DATE			1060 hr.				18,800
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1,060 hr.				18,800
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY			1				
HOURS PER SHIFT			8				

EQUIPMENT USED DURING THE WEEK:

1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16034							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY	Clear	0		

AUG 6 1973
CONSTRUCTION
SALEM

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	One 3/4 ton flatbed trunk, one foreman, two laborers, finished slopes & shoulders. Stations 6+00 to finish. One cement finisher painted panels under Mc Andrews bridge & 4th St. bridge.
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

On Monday contractor finished the repair of public caused damage on the Bikeway.

Wednesday the contractor brooned the bikeway prior to final inspection.

J. K. Wilson, Reg. Const. Engr., K. Starr, City of Medford & R. Pierce of Ross Bros. were present for final inspection and acceptance by the City of Medford.

Medford Bikeway was dedicated this afternoon.

This is the final weekly report.

SIGNED _____ LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

OFFICE OF THE MAYOR
D. LORIN JACOBS

CITY OF MEDFORD

MEDFORD, OREGON 97501

MEDFORD'S SISTER CITY:
ALBA, ITALY

August 1, 1973

State of Oregon
Highway Division
Salem, Oregon 97310

Gentlemen:

The City of Medford is pleased to accept the bicycle path constructed by the State Highway Department in the City of Medford. The generous cooperation of the State Highway Department and participation with the City of Medford in construction of this facility has added immensely to the recreation program and implementation of the Bear Creek Park chain within the city.

I would like to take this opportunity to thank the State Highway Commission and all personnel involved in the planning, design and construction of this facility within Medford. All persons who had a part in this project are to be commended for their professional attitude and the end result speaks well for the State Highway Department and its capabilities.

Sincerely,

D. Lorin Jacobs
Mayor

DLJ:cd

HYERS,
JACOBS
STATHOS

DURING THE PAST DECADE BICYCLE USAGE IN THIS COUNTRY HAS GREATLY INCREASED. THE BICYCLE, NO LONGER A CHILD'S TOY, HAS BECOME A DESIRABLE MODE OF TRANSPORTATION FOR MANY THOUSANDS OF ADULTS. THE INCREASING INTENSITY OF USAGE OF THIS VEHICLE HAS MADE IT NECESSARY FOR PUBLIC OFFICIALS TO RECOGNIZE AND TAKE STEPS TO FULFILL THE URGENT NEED TO CREATE BICYCLE FACILITIES FULLY SEPARATED FROM AUTOMOBILE CONFLICT. THE FIRST PRIORITY, OBVIOUSLY, MUST BE TO GREATLY DIMINISH, AND, HOPEFULLY ELIMINATE THE TRAGIC NUMBER OF ACCIDENTS INVOLVING BICYCLES AND CARS.

PRELIMINARY RESEARCH TELLS US THAT MAJOR GENERATORS OF BICYCLE TRIPS ARE SCHOOLS, COLLEGES, BUSINESS AND SHOPPING DISTRICTS, MAJOR EMPLOYMENT CENTERS, AND RECREATIONAL FACILITIES. IN CONSIDERING THESE POINTS OF GENERATION IT BECAME APPARENT, THROUGH MEETINGS WITH CITY OFFICIALS AND OTHER INTERESTED GROUPS, THAT PRIMARY NEEDS WERE FOR URBAN COMMUTER ROUTES INCORPORATING SAFE BIKEWAYS SERVING CHILDREN GOING TO AND FROM SCHOOLS AND RECREATIONAL FACILITIES. IT WAS CONCLUDED, THEREFORE, THAT THE FIRST RESPONSIBILITY OF THE HIGHWAY DIVISION WAS THE ESTABLISHMENT OF COMMUTER ROUTES IN URBAN AREAS JOINTLY SERVING SCHOOL CHILDREN AND THE COMMUTING CYCLIST BY LINKING NEIGHBORHOODS TO SCHOOLS, PARKS, SHOPPING CENTERS, AND THE BUSINESS COMMUNITY. THIS, ALONG WITH FUTURE BIKEWAYS, MUST FORM A TRANSPORTATION NETWORK WITH THE POTENTIAL OF CONNECTING SECTIONS OF THE CITY WITH SURROUNDING SUBURBS AND EVENTUALLY CONNECTING TOGETHER NEIGHBORING CITIES.

THE MEDFORD BIKEWAY SERVES THE ABOVE MULTIPLE NEEDS AND WILL DEVELOP INTO A HIGH-USE FACILITY. IT FORMS A MAIN ARTERIAL BIKEWAY THROUGH THE URBAN MEDFORD AREA AND PROVIDES A CONNECTION TO THE CENTRAL BUSINESS DISTRICT. THE BIKEWAY, AS LOCATED, WILL CERTAINLY PROVIDE MANY SPUR-CONNECTING BIKEWAYS.

THE CONCEPT OF DEVELOPING THIS BIKEWAY INVOLVED THE COOPERATIVE EFFORTS OF MEDFORD CITY OFFICIALS AND STATE HIGHWAY DIVISION PERSONNEL, WITH THE FIRST MEETING TAKING PLACE IN SEPTEMBER, 1971. A FORMAL REQUEST TO THE STATE HIGHWAY ENGINEER FROM THE CITY OF MEDFORD FOLLOWED AND THE LOCATION SURVEY FOR THE BIKEWAY WAS AUTHORIZED. FINAL APPROVAL AND THE AWARDING OF THE CONTRACT BY THE HIGHWAY COMMISSION WAS MADE IN SEPTEMBER, 1972.

THE HIGHWAY DIVISION IS EXTREMELY PLEASED WITH THE USE THIS BIKEWAY IS RECEIVING. DURING THE LATTER STAGES OF CONSTRUCTION, OBSERVED USAGE HAS SHOWN THAT IT IS NOT LIMITED TO ANY PARTICULAR AGE GROUP. IT IS INCREASINGLY BEING USED, AND ENJOYED, BY JOGGERS, PEDESTRIANS AND THOSE WHO SIMPLY ENJOY AN EVENING STROLL. BEING FULLY SEPARATED FROM THE AUTOMOBILE THIS BIKEWAY PROVIDES A SAFE PATH FOR THE YOUNG AT HEART OF ALL AGES AND INCORPORATES MANY OF THE FEATURES HIGHWAY DIVISION ENGINEERS HAVE DEVELOPED THROUGH TRIAL AND ERROR.

WHEN GIVEN THE TASK OF CONSTRUCTING A NETWORK OF BIKE PATHS [illegible] THE STATE BY THE LEGISLATURE THROUGH PASSAGE OF THE "BICYCLE BILL", THERE WERE NO GUIDLINES AVAILABLE. NO OTHER STATE HAD A SIMILAR PROGRAM. MISTAKES UNDOUBTEDLY WERE MADE. BUT BY APPLICATION OF

CREATIVE THOUGHT AND ENTHUSIASTIC CITIZEN INPUT, MANY ADVANCES WERE MADE AND THE HIGHWAY DIVISION NOW BELIEVES THAT IT IS ON THE RIGHT COURSE. THIS MEDFORD BIKEWAY AND SIMILAR ONES IN CORVALLIS AND KLAMATH FALLS ARE EXCELLENT EXAMPLES WHICH SHOULD SUSTAIN THAT BELIEF.

ORIGINALLY THIS FACILITY WAS DESIGNED TO A WIDTH OF 8 FEET. HOWEVER, THROUGH EXPERIENCE, AND RECOGNIZING THAT THE URBAN SETTING WOULD PROBABLY GENERATE CONSIDERABLE USAGE OTHER THAN CYCLING, THE DESIGN WAS MODIFIED TO A 10 FOOT WIDTH, THEREBY PROVIDING GREATER MARGINS FOR THE SAFETY AND ENJOYMENT OF ITS USERS. MORE BIKEWAYS OF THIS TYPE ARE UNDER CONSTRUCTION AND MANY OTHERS ARE IN THE PLANNING STAGE.

THE GOAL OF THE HIGHWAY DIVISION IS TO CREATE A SYSTEM OF BIKE-PATHWAYS THROUGHOUT OREGON THAT PROVIDES A SAFE, CLEAN, AND HEALTHY ALTERNATIVE TO THE MOTORIZED VEHICLE, AVAILABLE TO ALL THOSE WHO SEEK, YET, ANOTHER MEANS TO ENJOY THE UNSURPASSED OREGON ENVIRONMENT.

ON BEHALF OF THE OREGON TRANSPORTATION COMMISSION I EXTEND ØWR ITS CONGRATULATIONS TO THE CITY OF MEDFORD AND ITS MANY CITIZENS WHO PARTICIPATED IN THE PROCESS OF PLANNING AND CONSTRUCTING THIS MARVELOUS NEW FACILITY.

----THANK YOU----

7826

bcc: F. B. Klaboe
E. S. Hunter
Bud Shirley
Vic Wolfe
Bill Brown

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 19, 1973

Mr. Don Stathos
240 Coachman Dr.
Jacksonville, Oregon 97530

7826

Dear Don:

Thought I'd enclose a copy of a poop sheet we just sent out to publicize the Medford bike path dedication ceremonies on August 1. As we discussed on the phone yesterday, I assume all of the official hoopla has been transmitted to you.

In briefing Clay for his informal remarks during the ceremony, please advise him that the Highway Division is darn proud of this effort, probably its very best bike path planning and construction job pursuant to the program. We expect to effect the bike path program just as the proponents of the Bicycle Bill contemplated even though it is a new venture for us. We have not, however, restricted ourselves to any one kind of path but believe that varied designs, including the much-criticized widened shoulder types, are necessary to insure maximum use of the paths and prudent investment of public dollars.

NOTED
F. B. KLABOE

To date, the Division has constructed 26 different bicycle paths, totalling 33.1 miles in all parts of the state, has 39.5 miles under construction and 26.6 miles scheduled, with the emphasis in urban areas where bicycling might prove to be a viable alternative to the automobile for commuting. Our financial investment since the inception of the program has been $4.3 million.

Have a good time. I hope to be there.

Sincerely,

gs.

Gary L. Sund
Public Affairs Director

RECEIVED
STATE HWY ENGR
JUL 1973
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GLS:ds
Enc.

7826

RECEIVED
STATE HWY ENGR
JUL 18 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Art | File
To:

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1973

7826

SUBJECT: Planning of dedication ceremonies for Bear Creek Bike Path

Memo to the files:

NOTED
A. E. JOHNSON

Attended meeting at 1:30 p.m., Wednesday, July 11 in Medford to discuss planning for dedication ceremonies officially opening Bear Creek Bicycle Path in Medford. Meeting was held in office of Bill Brown, Resident Engineer. Others present included Bud Shirley, Region 3 Engineer; Bill Brown; George Thornton, District Engineer; Mike Starr, Medford Parks Department; and others from Brown and Thornton's offices.

It was suggested that the ceremonies be held starting at 5:15 or 5:30 p.m. on Wednesday, August 1. Clay Myers, Secretary of State, is to be principal speaker. We are to ask Glenn Jackson to appear to represent Highway. Mayor D. Lorin Jacobs of Medford is to be present and say a few words. John Snyder, Jr. of the Medford Park Development Commission is to serve as master of ceremonies. Don Stathos is handling arrangements with Clay Myers. Myers will be a house guest of the Stathos family, and they plan to attend the Shakespearean Festival in Ashland following the dedication ceremony. This is the reason for the 5:15 start. I told them we would prefer a 7:30 start to avoid traffic. Was assured there wouldn't be too much traffic in this part of town.

NOTED
F. B. KLABOE

As a demonstration, Stathos will depart by bicycle from Fire Station No. 4 on Table Rock Road, one end of the bike path, and pedal to Bear Creek Park where the dedication ceremonies will be held. At the same time, Mayor Jacobs, driven by the police chief, will take off in a car and head for the park. It will be a race to see who gets to his destination first, but we are trying to avoid the use of the word race. Stathos plans to pedal through a framed arch at the end of his trip. The arch will be covered with butcher paper which will be decorated by youngsters participating in the Parks Arts and Crafts program.

Stathos is talking to the Schwinn people about donating a bicycle to be given away free of charge to some lucky person at the conclusion of the ceremony.

Stathos is writing speech for Myers. I understand he will be happy to include anything we might want to furnish him.

NOTED
E. S. HUNTER

RECEIVED
JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Can expect between 250-400 people.

Mike Starr is our contact in Medford for Parks Commission.

Bill Brown is our Highway man on ground.

I plan first release around July 18.

Am informed we can expect good TV coverage and from past experience in this area, believe this to be true.

Must contact Jackson to see if he can be present. If not, must name appropriate Highway representative.

Resolved: Ceremony to take place in Bear Creek Park, Medford at 5:15 p.m., August 1. Clay Myers to be principal speaker. Mayor Jacobs, Medford to participate. John Snyder, Medford Parks Development Commission to be master of ceremonies. Don Stathos to ride bike and perhaps be introduced--extent of his direct participation. Speeches to be brief. City to provide public address system. We are to provide ribbon. City will provide local police. We are to ask State Police for assistance.

JJE

John J. Earley
Public Information Officer

JJE:ds

cc: F. B. Klaboe
Bud Shirley
George Thornton
Bill Brown
Jim McClure

7826

CITY OF MEDFORD

PARK AND RECREATION DEPARTMENT

MEDFORD, OREGON 97501

June 7, 1973

F. B. Klaboe
State Highway Engineer
Highway Building
Salem, Oregon 97310

Subject: Medford Table Rock Rd. - Barnett Rd. Section
Contract #7826 - Bike/Pedestrian Path

Dear Mr. Klaboe,

We are extremely grateful for the offer made in your letter of May 1, 1973 to extend the above project 900' to the south to Larson Creek.

Unfortunately, after several attempts to acquire the needed right of way necessary for the extension, we have found the current owner of a key parcel unwilling to grant an easement at this time.

Further, we are advised by your local Resident Engineers Office that the contractor is beyond the point of being able to do the work under this contract. Therefore, it is with regret that we must inform you that it is impossible to complete this work under this contract. However, we have under way a major project to develop a trail system along Larson Creek, and would like to re-initiate this matter, i.e. your assistance, for the 900' segment when it is appropriate, relative to the Larson Creek Project. We will contact you when appropriate.

Thank you.

Very truly yours,

Gary Woodring

Gary W. Woodring
Director

GWW:dlm

cc Richard Stevens, Acting City Manager
Duane Scroggins, Public Works Director

NOTED
E. S. HUNTER
cc Wolfe
Young
Cox

RECEIVED
STATE HWY ENGR
JUN 8 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

RECEIVED
JUN 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7826

7826

May 1, 1973

Mr. Archie J. Twitchell
City Manager
City of Medford
Medford, OR 97501

Dear Mr. Twitchell:

In your letter of March 28, you requested an extension of the bicycle path contract to include a 900-foot section from Barnett Road to the confluence of Bear Creek and Larson Creek.

As you know, we have had inquiries made about the right-of-way necessary for the extension with the thought in mind to build the extension if right-of way were available. Assurances that the right-of-way would be made available to the State have not been forthcoming; however, we will build the extension if the right-of-way is furnished to the State before the contractor on Table Rock Rd.-Barnett Rd. Section (Contract No. 7826) has completed his work. If this is agreeable to you, please furnish us with evidence of easement or title so that the necessary arrangements may be made with the contractor.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: A. E. Johnson
E. S. Hunter
L. H. Young
A. F. Shirley
C. T. Keasey
H. S. Coulter
V. D. Wolfe

LHY:dg dpy

RECEIVED
APR 3 1973
OFFICE ENGINEERING SECTION

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD

MEDFORD, OREGON 97501

March 28, 1973

RECEIVED
APR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Subject: Medford Bike/Pedestrian Trail
i.e. State Project - Table Rock Rd. - Barnett Rd. (Medford)
Bikeway Extension, Contract #7826, Jackson County

Dear Mr. Baldwin,

The City of Medford is very pleased with the progress of the above construction project, and has been working on supplemental projects which will increase the usefulness of the trail system throughout the City.

RECEIVED
STATE HWY ENGR
APR 2 '73
REFER TO
Hunter
FOR
Info | Invest | R/D | R/R | Sign | Act | File

Specifically, we refer to a HUD grant of $352,725 and a total project of over $700,000 to create parkways with Bike/Pedestrian Trails along tributaries of Bear Creek, i.e. Lazy Creek and Larson Creek. This project, coupled with a City Land and Water acquisition project of $28,000, will connect the lateral trails, which will serve neighborhood areas to the main trail now under construction with only one small exception. This exception is an approximate 900' long section from Barnett Rd., the southern terminus of the existing Highway contract, and the confluence of Bear Creek and Larson Creek.

Our request to you is that the above contract be amended (Contractor, Ross Construction Co.) to include the 900' extension from Barnett to Larson Creek. Your Medford Resident Engineer's Office has estimated the cost of this extension at $14,639.

If the current project could be amended in this amount, it would provide a vital link, which would expand the existing three-mile trail to another 2.5 miles serving two major residential areas of the City.

We look forward to hearing from you on this matter. Thank you.

Very truly yours,

Archie J. Twitchell
City Manager

AJT:dlm

RECEIVED
APR 2 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
NOV 1 1972
FORM E-30-X 12-67
FOR FILING

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1972

7826

To:

Mr. J. H. Versteeg
Region 3 Engineer
Roseburg, Oregon

SUBJECT: Table Rock Road-Barnett Road (Medford) Bikeway Section
Pacific Highway (Bear Creek)
Jackson County

Attached are two copies of the preliminary signing plan for the subject bikeway along with a letter from Mr. L.E. George estimating costs. Please review the plan for adequacy.

We are trying to establish a uniform method of signing bikeways so if you note problems with the signing, please note suggested changes and return a copy of the revised plan to this office. If the plan is satisfactory proceed with preparation of a State Force Order.

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

JDM:jp
Enclos.
cc: E.S. Hunter

RECEIVED
DEC 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

RECEIVED
OCT 10 1972
FOR FILING

7826

October 10, 1972

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7826 for work on the
Table Rock Road-Barnett Road Bikeway
Section in the City of Medford on the
Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Bill Brown

S

RECEIVED
SEP 25 1972
FOR FILING

7826

September 25, 1972

Rose Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on September 22, 1972, awarded to you State Highway Contract No. 7826 in the amount of $246,271 for the Table Rock Road-Barnett Road (Medford) Highway Section Project in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc C. T. Kenney
L. H. Young Attn: Vince Gallagher
Walt Hart
Don Trent
J. H. Vertrees
Bill Brown

RECEIVED
SEP 22 1972

S

7826

Salem

September 20, 1972

Bill Brown, Resident Engineer

L. H. Young
Programing Engineer

Table Rock Road-Barnett Road
Contract 7826
Bid Item 35 - Furnish Steel Piling

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation in this bid item will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (Bid Item 35)

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as nonparticipating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:dg

cc A. E. Johnson
W. J. Hart
J. H. Versteeg

OREGON STATE
HIGHWAY DIVISION

7826

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 2, 1972

Mr. Duane L. Scroggins
City Engineer
City Hall
Medford, Oregon 97501

F. B. KLABOE
NOTED

Dear Duane:

Pursuant to our letter of July 27 and the pending bid opening of August 31, we have received your reply of preference for Alternate #1 regarding the Lazy Creek Culvert work in conjunction with the proposed Table Rock Road-Barnett Road (Medford) Bikeway.

Enclosed also are two prints each of drawings #28395, 6, 7, and 8, respectively, which are advance details for the Bear Creek structure submitted for your review and consideration.

You may desire to pass this information along to G. W. Woodring, Director of Parks, for his comments.

Thank you for your cooperation in this and other matters regarding highway construction in the Medford area.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat
Encl.
cc: F. L. Hall
G. W. Woodring
bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
W. J. Hart
V. D. Wolfe
J. H. Versteeg
W. E. Brown

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7826

Medford Bikeway

CITY OF MEDFORD
MEDFORD, OREGON
97501

PUBLIC WORKS DEPARTMENT

August 1, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: D. N. Harwell

Dear Sir:

In response to your letter of July 27, 1972 regarding the proposed bicycle-pedestrian facility to be constructed on Table Rock Road to Barnett Road (Medford) Section adjacent to Bear Creek and the Pacific Highway I-5, we would recommend and accept alternate No. 1. That alternate calls for the State to install a box culvert or pipe to carry 650 cfs at the present Lazy Creek crossing. The future location of Lazy Creek is conceptual in nature at this time.

Thank you for your consideration. If you have any further questions, please advise.

Very truly yours,

Duane L. Scroggins
Public Works Director

DLS:pt

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1972
☐ ENGR. ☐ LOCAL ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

RECEIVED
JUL 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 27, 1972

Mr. Duane L. Scroggins
Public Works Director
City Hall
Medford, Oregon 97501

Dear Duane:

Reference is made to prior correspondence and discussion regarding the proposed bicycle-pedestrian facility to be constructed, i.e., Table Rock Road-Barnett Road (Medford) Section adjacent to Bear Creek and the Pacific Highway I-5.

Your letter of July 11 to Mr. Frank Terpin re Lazy Creek Culvert has been reviewed and it has been determined in the State's interest that two alternatives be considered:

1. State install box or pipe at the present site, and City construct or pay for any channel change for a future location of Lazy Creek.

2. State install box or pipe at future location, with City to furnish pipe for immediate installation by State at existing site. When City diverts Lazy Creek to future location, City shall also reconstruct and replace landscaping, fill material, etc. at present site.

I trust you understand State's position in this matter, realizing the costs involved and numerous bikeway-pedestrian facilities being considered throughout the State by the Oregon State Highway Division.

NOTED
R. L. SCHROEDER

Please review the foregoing and reply at your absolute earliest as this proposed project has been tentatively rescheduled for the August 31 bid letting based on consummation of this and other related matters of construction.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D.N. Harwell
lat

H. S. Cox
County and City Engineer

DNH:lat

cc: F. L. Hall, Attn: Frank Terpin
G. W. Woodring, City of Medford

bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
J. H. Versteeg
Earl Purdy

RECEIVED
FOR FILING

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 20, 1972

7826

Mr. Gary W. Woodring, Director
Park and Recreation Department
City of Medford
Medford, Oregon 97501

NOTED
F. B. KLABOE

Dear Mr. Woodring:

In reply to your letter of July 18, please be advised that upon completion of the construction of the proposed Table Rock Road-Barnett Road Bikeway Section, appropriate signing will be installed by Highway Division personnel.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Victor D. Wolfe
Location Engineer

VDW:mc

bc F. B. Klaboe
E. S. Hunter
R. N. Bothman
J. H. Versteeg

RECEIVED
JUL 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1972
FOR FILING

PARK AND RECREATION DEPARTMENT

Bikeways
Medford

CITY OF MEDFORD
MEDFORD, OREGON 97501

July 18, 1972

Fred Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Subject: Table Rock Rd. - Barnett Rd.
(Medford Bikeway Section)

Dear Mr. Klaboe,

In connection with the above project, we are curious as to whether or not the plans include signing with official bikeway signs? If not, it is our suggestion that the project be amended to include signing at all access points.

Our review shows these points to be as follows:

1. Table Rock Road
2. McAndrews Road
3. E. Jackson Street
4. 10th Street
5. Within Bear Creek Park adjacent to Siskiyou Blvd.
6. Barnett Road

Thank you for your consideration of this matter.

Very truly yours,

Gary W. Woodring
Director

GWW:dm

cc Earl Purdy
Lyle K. Watson

7-19-72
Wolfe
Answer

RECEIVED
JUL 17 1972
FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

RECEIVED
JUL 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Tom McCall
Governor

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

July 13, 1972

cc's sent 7-17-72

E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
J. H. Versteeg (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of June 19, 1972, regarding the following project.

Table Rock Road - Barnett Rd. (Medford) Bikeway Section
Pacific Highway (Bear Creek)
Jackson County

There will be no wildlife problems on this project and it is approved.

Very truly yours,

R. O. Koski

NOTED
E. S. HUNTER

R. O. Koski
Fishery Staff Specialist

ROK:js

Hall
A. Olsen
Terpin
Scott
Swenson
R. Olsen
Trout

RECEIVED
JUL 17 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

JUL 10 1972

Bikeway
PARK AND RECREATION DEPARTMENT
Medford

CITY OF MEDFORD
MEDFORD, OREGON 97501

July 5, 1972

Fred Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Subject: Table Rock Rd. - Barnett Rd.
(Medford Bikeway Section)

Dear Mr. Klaboe,

As a follow up to a recent meeting with Lyle Watson and T. G. Thompson on the plans for the above project, this is to request the following amendments to the plans:

Access Ramps

1. McAndrews Rd. - South side
2. East Jackson Street - North Side

The purpose of these access ramps is to connect the Bear Creek Trail to the recently completed Biddle Road Bike/Pedestrian Trail developed with local and federal monies.

Lighting Under Bridges

1. Provide GE 175W Mercury Vapor underpass lighting fixtures with cast guard - 3 to 4 units under each bridge. Bridges are: 8th Street, Main Street, 4th Street, East Jackson Street, McAndrews Road, Crater Lake Highway and Medco Haul Road.

This is the same specification for lighting under bridges being installed this month at the Cottage and 10th Street Bridges.

We appreciate very much the opportunity to review and comment on the plans and hope these suggestions can be incorporated.

Very truly yours,

Gary Woodring

Gary W. Woodring

cc Earl Purdy
Lyle K. Watson

7-6-72 wrote author

JUL 6 1972

RECEIVED
JUL 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 19, 1972

Mr. Gary W. Woodring, Director
Parks and Recreation Department
City of Medford
City Hall
Medford, OR 97501

7826

NOTED
F. B. KLABOE

Dear Mr. Anderson:

Re: Table Rock Road-Barnett Road
Medford Bikeway

This is in reference to your letter of July 5 requesting ammendments to the plans as discussed between you and Lyle Watson and T. G. Thompson of the Highway Division.

Please be advised that the two access ramps at McAndrews Road, south side, and East Jackson Street, north side, will be included in the project.

Regarding your second request for lighting under bridges, Messrs. Watson and Thompson advise that you have no plans for lighting the balance of the pathway until forced by public demand. I feel that to light the bicycle path under the structures would lead young people to a feeling of false security when they would be riding the rest of the path in almost complete darkness. Therefore, we will not include the lighting under the bridges in this contract.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Victor D. Wolfe
Location Engineer

VDW"mc
bc F. B. Klaboe
E. S. Hunter
F. L. Hall
J. H. Versteeg
D. N. Harwell

JUL 19 1972

PARK AND RECREATION DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

July 5, 1972

Fred Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Subject: Table Rock Rd. - Barnett Rd.
(Medford Bikeway Section)

Dear Mr. Klaboe,

As a follow up to a recent meeting with Lyle Watson and T. G. Thompson on the plans for the above project, this is to request the following amendments to the plans:

Access Ramps

1. McAndrews Rd. - South side
2. East Jackson Street - North Side

The purpose of these access ramps is to connect the Bear Creek Trail to the recently completed Biddle Road Bike/Pedestrian Trail developed with local and federal monies.

Lighting Under Bridges

1. Provide GE 175W Mercury Vapor underpass lighting fixtures with cast guard - 3 to 4 units under each bridge. Bridges are: 8th Street, Main Street, 4th Street, East Jackson Street, McAndrews Road, Crater Lake Highway and Medco Haul Road.

This is the same specification for lighting under bridges being installed this month at the Cottage and 10th Street Bridges.

We appreciate very much the opportunity to review and comment on the plans and hope these suggestions can be incorporated.

Very truly yours,

Gary W. Woodring

Gary W. Woodring

cc Earl Purdy
Lyle K. Watson

RECEIVED
JUL 6 1972
LOCATION SECTION

JUL 6 1972

7824

"Bikeway"

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 28, 1972

Parks & Recreation Department
City of Medford
City Hall
Medford, Oregon 97501

Attention: Gary Woodring, Director

RECEIVED
CITY OF MEDFORD
JUL 03 1972
AM 7|8|9|10|11|12|1|2|3|4|5|6 PM

Dear Gary:

Pursuant to prior discussions, correspondence and meetings regarding the proposed Table Rock Road-Barnett Road bicycle-pedestrian facility adjacent to Bear Creek and the Pacific Highway in Medford, herewith are two preliminary sets of plans for your review and consideration.

It is currently proposed to accept bids on this project in late July with the State paying the initial construction costs.

Upon completion of project, to provide continuity of the City's bikeway system, it is the understanding the City will assume maintenance and operation of the facility.

If the foregoing is agreeable to you, please have the necessary signatures affixed and return two signed copies to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

APPROVED
CITY OF MEDFORD, OREGON
BY MAYOR
BY RECORDER
DATE July 10, 1972

RECEIVED
COUNTY & CITY SECTION
JUL 10 1972
☑ ENGR. ☑ CLGR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DNH:lat
Encl.
cc: J. H. Versteeg

RECEIVED
JUN 23 1972
FOR FILING

JUN 20 1972

OREGON STATE HIGHWAY DIVISION

RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Chief Clerk
Editor
Secretary

7826

June 19, 1972

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting July 27-28, 1972.

1. Table Rock Rd.--Barnett Rd. (Medford) Bikeway Section
   Pacific Highway (Bear Creek)
   Jackson County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Frank L. Hall

Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

cc's sent 6/23/72:

E. S. Hunter
~~L. H. Young~~
W. J. Hart
W. H. Tebeau
C. G. Swenosn
F. E. Terpin
J. H. Versteeg (2)

Encl.

SNR 6-22-12

Dear Frank,

I will concur with the Game & on this project.

Burt

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc: OGC

7828 Forest Boundary-Bull Creek Sec. of the Clack. Hwy. east of Estacada (Grading and paving) 1972

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

FINAL ACCEPTANCE REPORT

4-15-74

REGION NO. 10	REPORT NO. 13	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 9-15-75	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. ERFO 253(1)
COMPLETION DATE See below	ACCEPTANCE DATE BY CONTRACT AGENCY See Below	TIME ELAPSED See below %	CONTRACT TIME See below
APPROVED EXTENSIONS See below	LOCATION Intermittent locations along 76 Clackamas Hwy between Forrest Boundary & Bull Creek		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY SENT
SEP 24 1975
Washington

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FORREST BOUNDARY-BULL CREEK SECTION
CLACKAMAS HIGHWAY
Flood Repair

Work completed under this project consisted of roadbed grading, riprap placement, aggregate base and asphalt concrete pavement necessary to repair the flood damage which occured during the flood of 1972. It was subsequently discovered after the water level had dropped that considerable damage had been done to the westerly pier of Carter Bridge. Because of unsupportable high cost quoted by the contractor for repair of the pier it was necessary to negotiate with another contractor to complete the pier repair. As a result there were two separate contracts awarded on this project as follows:

H.S.

RECEIVED
SEP 25 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 24 '75
REFER TO
Coulter
FOR
Into | Inves | R/D | D/R | Sign | D/Act | File

Contract 7828 - Forrest Boundary-Bull Creek Section.

Contract awarded October 4, 1972 in the amount of $644,532.00. Completed August 1, 1973 at a final estimate cost of $838,616.16 including $17,474.95 for anticipated items; $42,563.03 for contingencies, and $71,000.00 for engineering which is approximately 9 percent below the total authorized amount of $919,463.50. A total of 188 calendar workdays were used as compared to the 250 allowed under the contract. The contract was

9-25-75

(more)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE Original signed by E. J. Valach	
TITLE Area Engineer	DATE 9-15-75	TITLE District Engineer	DATE SEP 25 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

accepted by the Oregon Transportation Commission on September 26, 1973.

Contract No. 7913 - Clackamas River (Carter Bridge).

Contract awarded July 23, 1973 in the amount of $98,650.00. Completed November 16, 1973 at a final cost of $87,650.00. The contract specified a completion date of October 15, 1973. A 32-day extension of contract time was approved on January 21, 1974. The contract was accepted by the Oregon Transportation Commission on January 23, 1974.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — To be completed by Washington Headquarters Personnel

1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

CARD A — PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Clackamas	ERFO-253(1)	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		6201		November 14, 1972
20	FINAL CONSTRUCTION COST	DOL.	765,116		DATE COMPLETED: August 1, 1973
21	LENGTH OF PROJECT	MILES	0.955		TOTAL NO. BRIDGES

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

CARD B	30	LABOR	TOTAL MAN HOURS: 30,380	GROSS EARNINGS: 219,254
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	94,257
CARD B	9	PETROLEUM PRODUCTS	GAL.	79,000
CARD B	1	CEMENT	BBL.	
CARD C	2 92	AGGREGATES PURCHASED	TON	
			CU. YD.	8,476
CARD C	3	BITUMINOUS MATERIAL	GAL.	50
CARD C	4	LUMBER	THSD BD. FT.	
CARD D	5	TIMBER PILING	LIN. FT.	
CARD D	7	REINFORCING STEEL	LB.	
CARD D	8	STRUCTURAL STEEL	LB.	
CARD D	10	EXPLOSIVES	LB.	20,000
CARD E	11	READY-MIXED CONCRETE	CU. YD.	43
CARD E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	2,287
CARD E	15 95	AGGREGATES PRODUCED	TON	
			CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	16,000
CARD F	17	FENCING	LIN. FT.	
CARD F	18	GUARDRAIL	LIN. FT.	5,818
CARD F	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	
CARD G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		8	1,247
		12	442
		18	194
		24	102
		30	26
		36	14
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

7828

September 5, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

Federal-Aid Project
No. ERFO-253(1)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7828, Work Completed August 1, 1973
Project Forest Boundary - Bull Creek
Highway Clackamas
County Clackamas
Acceptance: Transportation Commission September 26, 1973
Federal Highway Administration August 1, 1973

Contract 7913, Work Completed November 16, 1973
Project Clackamas River (Carter) Bridge
Highway Clackamas
County Clackamas
Acceptance: Transportation Commission January 23, 1974
Federal Highway Administration December 6, 1973

All participating work on this project has been completed. The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DC:bz cc: R. Hacek; R. D. Church

7228 STATE COPY

12-6-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OSHD (Coulter)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	12	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12/6/73	W. N. Bryant, Area Engineer	ERFO 253(1)

IN COMPANY WITH
Don Adams, Reg Constr Engr, OSHD and Jim McNamee, Reg Engr, OSHD

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	143 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, (3) ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

FOREST BOUNDARY-BULL CREEK SECTION
CLACKAMAS HIGHWAY
Flood Repair

DEC 13 1973

REGIONAL OFFICE

All permanent restoration work, except the necessary repair of the footing for Carter Bridge, was completed in reasonably close conformance with approved plans and specifications on August 1, 1973. A semi-final inspection report, Report No. 9 dated 8/1/73, covering this work was previously submitted.

All work covered under a negotiated contract awarded to Willamette Western Corporation on July 23, 1973 for repair to the bridge footing was completed in reasonably close conformance with specification requirements on 11/16/73 at a final estimated cost of $95,000, approximately 4% below the original bid amount of $98,650. The contract specified a completion date of October 15, 1973 which results in a 32 day overrun in contract time. The contractor has requested a 32 day extension of contract time due to the strike of the operating engineers this fall. Approval of the time extension is recommended.

Restoration of a small portion of a Mount Hood National Forest campground located immediately upstream from the bridge remains to be completed next spring when weather conditions are suitable. This work estimated to cost $1,600 will be completed under approved State Force Order No. 4.

12-14-73
Cont.
Spring

RECEIVED
STATE HWY ENGR
DEC 14 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7828 —

October 4, 1973

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

On September 28, 1973, we wrote to you concerning release of final payment on Contract No. 7828 awarded to White Construction Company for grading and paving on the Forest Boundary-Bull Creek Section of the Clackamas Highway in Clackamas County.

Final payment on this contract is $12,219.66 and the total contract amount is $766,336.05 including $26,147.43 for work performed under force account.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

ks

cc White Construction Company
P. O. Box 201
Bend, Oregon 97701

bc C. T. Keasey
Walt Hart
V. K. Skoog
Attn: Dick Hacek
L. W. Rulien

7828

September 27, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7828, Work Completed August 1, 1973

Project Forest Boundary - Bull Creek

Highway Clackamas, County Clackamas

Type of Work Grading and Paving

Contractor White Construction Company

Recommended Acceptance Date September 26, 1973

The contractor has completed all work according to specications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

VG:pr

7828

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Forest Boundary - Bull ...		WEEK ENDING: September 14, 1973
		SECTION PREFIX: 103-1023
HIGHWAY: Clackamas		COUNTY: Clackamas
NAME OF JOB: Forest Boundary - Bull Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: White Construction Company	CONTRACT NUMBER: 7828	FEDERAL AID PROJECT NUMBER: ERFO-253(1)
DATE OF CONTRACT: October 4, 1972	DATE WORK STARTED: November 14, 1972	ESTIMATED COMPLETION DATE: Sept. 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 250	WORK DAYS USED / CALENDAR DAYS USED: work 188
PROJECT AUTHORIZATION: $ 919,463.50 ~~721,787.32~~	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 75
EXCLUSIVE OF ENGINEERING: $ 846,554.50 ~~666,350.44~~	ENGINEERING AUTHORIZATION: $ 72,909.00 ~~61,436.88~~	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 846,554.50	ENGINEERING COST TO DATE: $ 66,671.78	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 91%	DATE PROJECT WAS COMPLETED: August 1, 1973

Date of semi-final Sept. 10, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Rip-rap	Bin Wall
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	Rip-rap [illegible] PROGRAM	PAVING
MILES IN PROJECT	1.09	1.09			1.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	"	"			"
TOTAL ESTIMATED QUANTITIES (CONTRACT)	35,100	5,300		49,850	1,400
TOTAL QUANTITIES CORRECTED TO DATE	38,000	3,500		64,688	2,006
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"		"	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Clear			
MONDAY 10	Fair			
TUESDAY 11	"			
WEDNESDAY 12	Cloudy			
THURSDAY 13	"			
FRIDAY 7	Fair			
SATURDAY 8	"			

Kearney
Bond
Law
CC
Work

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 9	No activity all week.
MONDAY 10	Submitted semi-final to Region Office.
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 7	
SATURDAY 8	

REMARKS

Project completed August 1, 1973.
Semi-final submitted September 10, 1973.

Final Report.

SIGNED _____ LOCATION Clackamas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7828

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: September 10, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon Project ERFO-253(1)
Forest Boundary - Bull Creek Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Young's letter dated August 27, concerning State Force Order No. 2.

The use of State Forces are approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor has completed the original contract work and has moved his men and equipment from the project. The seeding and mulching work cannot be completed until after repair of Carter Bridge is completed.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith. The estimated total costs of the work to be done under this order is $500.00 with Federal participation of $475.00.

G. L. Green

RECEIVED
STATE HWY ENGR
SEP 12 73
REFER TO
FOR
Info | Insp | R/D | D/R | Sign | Act | File

Orig - Coulter
cy acj

Enclosure
State Force Order No. 2

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

Form A-105 (Rev. 8-70)

STATE COPY 6-9

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7828

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Forest Boundary - Bull Creek

Date August 13, 19 73

Highway Clackamas

F.A.P. No. ERFO-253(1)

County Clackamas

Prefix 103-1023 Account No. 224-02 230-02

Description of Work To Be Done:

Seed and Mulch Slopes

APPROVED EFFECTIVE DATE 8-22-73
Contingent upon modification of project agreement if additional funds are required
BY E. J. Falach
TITLE Dist. Engineer
DATE 9-10-73
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout Project.

Estimate of Quantities and Costs:

Equipment	$ 200.00
Labor	250.00
Materials	50.00
Total	$ 500.00

Explanation: The project was completed August 1, 1973 and the contractor has moved off the project. Seeding and Mulching in the vicinity of Carter Bridge cannot be done until Contract 7913 is completed (anticipated 10-15-73). The State is best equipped to do the work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 919,463.50	
Present estimate of project cost, including $ 500.00 for work under this order	$ 919,463.50	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*72830-734

7828

August 27, 1973

TO G. L. Green, Division Engineer

FROM L. H. Young
Office Engineer

Federal-aid Project
No. ERFO-253(1)

SUBJECT Request Change Order Approval

Contract 7828, State Force Order No. 2

Project Forest Boundary - Bull Creek

Highway Clackamas

County Clackamas

This order covers the cost of seeding and mulching the slopes throughout this project. The contractor has moved his men and equipment from the project and the seeding and mulching of the slopes in the vicinity of the Carter Bridge cannot be completed until all work under State Contract 7913 is completed. It is in the public interest to have this work performed by State Forces at the completion of all construction work in this area. The State has the trained crews and special equipment necessary to perform the work most economically.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of work is $500.00 with Federal participation in the amount of $475.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 22, 1973.

Your approval as of August 22, 1973 is requested.

Attach.

BMW:dqk

7828

Claim 4812

FILED
AUG 15 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
AUG 15 2 30 PM '73
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

August 15, 1973

NOTED ON CARD
8-20-73 KO

Cantel Incorporated
P. O. Box 8506
Oak Grove, Oregon 97268

Gentlemen:

This is to acknowledge your letter of August 7, 1973, informing us that Robert A. Hatch Construction Co., a subcontractor, owes you the sum of $641.78 plus interest for traffic control and safety device rentals.

This appears to be in connection with White Construction Co., Contract No. 7828 for work on the Forest Boundary-Bull Creek Section of the Clackamas Highway in Clackamas County.

The Argonaut Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

White Construction Co.
P. O. Box 201
Bend, Oregon 97701

bc Hon. Clay Meyers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

RECEIVED
AUG 16 1973
HIGHWAY
ADMINISTRATIVE SERVICES

ORIGINAL SIGNED
C. W. HEAD

E-123

CANTEL INCORPORATED

Phone (503) 654-7990

P. O. BOX 68506 • OAK GROVE, OREGON 97268

August 7, 1973

To:
Secretary to Highway Commission
State of Oregon
Highway Division
Room 121
State Highway Building
Salem, Oregon 97310

Secretary to State
State of Oregon
State Capitol Building
Salem, Oregon

Notice is hereby given that the undersigned, Cantel Incorporated, has a claim for rentals and loss of barricades, hazard warning lights and related traffic control and hazard warning devices rented between November 28, 1972 and July 1973, in the sum of $641.78, together with interest thereon at the rate of 6% per annum from September 7, 1973, until paid, against the bond taken from Kelly F. White Construction Co. for the work of constructing improvements for the State of Oregon under contract #7828, Forest Boundary to Bull Run Creek Section of Clackamas Highway, said rentals we made to Robert A. Hatch Construction Co., a subcontractor to Kelly F. White, on said contract.

This notice is given pursuant to ORS Chapter 279.

Dated this 7th day of August, 1973.

CANTEL INCORPORATED

By E. Wiseman
P. O. Box 68506
Oak Grove, Oregon 97268

RECEIVED
AUG 9 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7828

August 8, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ERFO-253(1)

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7828, Work Completed August 1, 1973

Project Forest Boundary-Bull Creek

Highway Clackamas

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 1, 1973

Conditions not acceptable: None

G. L. Green
Division Engineer

VG:dg

cc F. B. Klaboe
L. H. Young

Noted
H.S.COULTER

8-15-73
cy Contr.

RECEIVED
STATE HWY ENGR
AUG 15'73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

STATE COPY

7622

cc: Region
Wash DC
OSHD (H S Coulter)

8-1-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cat

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ Semi-FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	9	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8/1/73	W. N. Bryant, Area Engineer	ERFO-253(1)

IN COMPANY WITH
Don Haller, Reg Constr Engr, OSHD; Jim McNamee, Res Engr, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	See below %	See below %

(* Not applicable for all contacts.)

RECEIVED
STATE HWY ENGR
AUG 15 '73
REFER TO
FOR
Info | Lues | R/D | D/R | Sign | File

COPY SENT
AUG 14 1973
REGIONAL OFFICE

INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN

FOREST BOUNDARY-BULL CREEK SECTION
CLACKAMAS HIGHWAY
Flood Repair

All permanent restoration work, except the necessary repair of Cattar Bridge footing which is being completed under a separate negotiated contract, was completed in reasonably close conformance with approved plans and specifications including approved changes on August 1, 1973. A total of 188 calendar workdays were used in completing the work as compared to the 250 allowed under the contract.

The final estimated cost of completing the original contract work is $707,578.00, approximately 10 percent above the bid amount of $644,532.00. This overrun resulted primarily because of additional quantities of riprap and associated haul quantities necessary to properly fit existing field conditions and overcome inaccurate design presumptions regarding void content and specific gravity of the riprap material (see inspection report #4 dated 2/9&12/73). In addition to the above, work completed under approved price agreements (total of 9) amounted to $31,390.78; extra work orders $26,947.76 (total of 6); and State force orders $2,000. Final construction engineering costs are estimated to be $72,909.

There were no major significant overruns or underruns except for the increase in riprap and haul quantities discussed above. This increase was covered under approved price agreement #1.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements and approved changes.

Project records also indicate that the contractor fulfilled the EEO requirements of the contract in an acceptable manner.

Acceptance of the original contract work is recommended.

8-15-73 cy (route) cy Young

NOTED H.S. COULTER

(more)

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

During the month of February 1973 after the water level had dropped considerably it was discovered that the river had eroded away approximately 6 ft. of fractured solid rock foundation near and under the footing of the westerly pier for the through truss span of Carter Bridge. In order to correct this condition and protect the structure it was found necessary to remove a solid rock neck protruding into the main river channel upstream from the area of concern and provide a concrete cutoff wall along the face of the fractured rock and under the undermined footing. In addition, it was determined advisable to provide vertical pressure-grouted rock bolts around the area of the footing in order to tie the highly fractured rock foundation together. The protruding rock neck was removed under Price Agreement #6. However, because of the unsupportable high cost quoted by the contractor to construct the cutoff wall and provide the rock bolts, it was necessary to negotiate with other contractors for this repair work. Three other contractors were contacted. Willamette Western Corporation was low bidder of $101,150 while the other two bids were $113,835 and $121,211 as compared to the $128,192 quoted by White Construction Company. The low bid of $101,150 was accepted on July 23, 1973; however, as of this date repair work has not been started.

7828

DEPARTMENT OF

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-31-73

		FAP 0-253(1)
		STATE PROJECT NO. NORTH FORK DAM - BULL CREEK SECTION
FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	COUNTY NAME CLACKAMAS
	ITEM NO. ER-10 (72-1)	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 23, 1973	JULY 23, 1973	FOREST HWY ROUTE 55 & SECONDARY ROUTE #136
		STATE ROUTE NUMBER CLACKAMAS HIGHWAY ROUTE 171

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
BASED ON INFORMATION FURNISHED WITH MR. YOUNG'S JUNE 25, 1973 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO AWARD THE NEGOTIATED CONTRACT AND PROCEED WITH THE REPAIR OF THE CARTER BRIDGE UNDER THE SUBJECT PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
AUG 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-2-73
original - Young

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 2 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-31-73	H. Greene	DIVISION ENGINEER

FORM PR-1240 ... STOCKS OF FORM PR-1240 (REV. 6-68)

Form FHWA-121 (12-67)
UNITED STATES GOV. MENT

Memorandum

U.S. DEP. MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

FOR FILE
Maint.
Li.
ER

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 11, 1972

In reply refer to: 10-35-FA/710.17

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

N. Fork Dam, Bull Cr

SUBJECT: Oregon 1972 Emergency Relief Program

Our Washington office has approved, effective August 31, Program Item 10, ERFO-253(1), North Fork Dam, Bull Creek Section, submitted by your office for inclusion in the subject Emergency Relief Program.

This approval is conditioned however.

It has been ruled that the work in two areas, Mile Point 46.73 and and Mile Point 46.94, is not eligible for Emergency Relief funding. This was based on the feeling that the repairs proposed were considerably in excess of the actual damage suffered. Also a portion of the work extended outside the right of way in one area.

While $152,000 was deducted from the Federal funds programmed for this project it was implied that Federal participation could be extended to cover repair of damage to the roadway surface actually caused by the storm.

An allotment of $995,944 of Appropriation Code 099 funds has been made to the Regional Administrator.

NOTED
E. S. HUNTER
cc Young

9-13-72
Hunter

RECEIVED
STATE HWY ENGR
SEP 12 '72
RETURN TO
FBK

RECEIVED
SEP 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

STATE COPY

MONTHLY TRANSACTION NUMBER 8-10-3	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
MODIFICATION NUMBER 1	(PPM 21-7) 7-26-73	PROJECT NUMBER ERFO-253(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 719,921	$ 1,002,954
Federal Funds	$ 719,921	$ 1,002,954
Other revisions		

This modification is made for the following reasons:

To include Carter Bridge repair and conform to contract status of overruns and approved extra work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of July, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Lundstrom

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. V. Smith
Glen L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

11 1825

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-10-9		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Clackamas
	10-17-72	PROJECT NO. ERFO-253(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Forest Boundary - Bull Creek Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-11-72	0.955
RIGHTS-OF-WAY		
CONSTRUCTION	9-6-72	0.955
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 719,921.00	$ 719,921.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. E. Johnson
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)
G. L. Green

Date executed by Division Engineer OCT 17 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. ERFO-253(1)

FOREST BOUNDARY-BULL CREEK SECTION

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, October 10, 1972

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 22,000.00

Type Code 6201
Temporary Repair (MP 28.6 to MP 46.78)

Labor	All Required	$ 6,632.00
Equipment	All Required	2,295.00
Material	All Required	1,794.00
		$ 10,721.00

Type Code 6201
Permanent Restoration (MP 28.6 to MP 46.78)

Temporary Protection and Direction of Traffic	All Required (95%)		$ 4,750.00
Mobilization	All Required (95%)		33,250.00
Clearing and Grubbing	All Required (95%)		25,650.00
Removal of Structures and Obstructions	All Required (95%)		2,850.00
Borrow Excavation	24,000 ton	1.00	24,000.00
General Excavation	10,900 cu.yd.	2.20	23,980.00
Toe Trench Excavation	4,450 cu.yd.	5.00	22,250.00
Truck Haul on Borrow	78,000 ton-mile	0.20	15,600.00
Trench Excavation	320 cu.yd.	5.00	1,600.00
Watering	54 M-gal.	5.00	270.00
Structure Excavation	1,300 cu.yd.	9.00	11,700.00
1"-0 Aggregate Base	3,900 ton	8.00	31,200.00
Class B Asphalt Concrete	950 ton	15.00	14,250.00
Metal Bin Type Retaining Wall, Sta. 267	All Required		32,500.00
24-inch Culvert Pipe	210 lin.ft.	12.00	2,520.00
30-inch Culvert Pipe	24 lin.ft.	15.00	360.00
36-inch Culvert Pipe	70 lin.ft.	20.00	1,400.00
60-inch Culvert Pipe	35 lin.ft.	40.00	1,400.00
Extra for Pipe Under Pavement	50 lin.ft.	15.00	750.00
8-inch Drain Pipe	1,370 lin.ft.	4.00	5,480.00
10-inch Drain Pipe	12 lin.ft.	6.00	72.00
Special Filter Material in Drains	220 cu.yd.	20.00	4,400.00
Guard Rail, Type 2A	5,200 lin.ft.	5.00	26,000.00
Adjust Guard Rail	550 lin.ft.	2.00	1,100.00

Loose Riprap, Class 2,000	49,800 ton	2.50	$ 124,500.00
Truck Haul on Loose Riprap	922,000 ton-mile	0.18	165,960.00
24-inch Culvert End Sections	7 only	100.00	700.00
30-inch Culvert End Sections	1 only	200.00	200.00
36-inch Culvert End Sections	2 only	250.00	500.00
60-inch Culvert End Sections	1 only	1,000.00	1,000.00
Guide Posts	30 only	10.00	300.00
			$ 580,492.00
Flagging (60% of Contractor's Cost)	All Required		$ 8,500.00
Temporary Erosion Control	All Required		4,800.00
On Job Trainee (2 @ $800)	All Required		1,600.00
			$ 14,900.00
	Subtotal		$ 595,392.00
	Engr. & Cont.		89,308.00
	Total		$ 684,700.00
Minimal Repair Allowance at MP 46.68 to MP 46.78 (see attachment)	All Required		$ 2,500.00
			$ 687,200.00

Length of Project - - - 0.955 mile
Cost of Roadway per mile - - $719,581.15

Retained in Program Status

Unforeseen Slide Correction	All Required		$ 19,000.00
Adjust Utilities	All Required		2,000.00
	Subtotal		$ 21,000.00
	Engr. & Cont.		4,200.00
	Total		$ 25,200.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 22,000.00	$ 22,000.00
Temporary Repair	10,721.00	10,721.00
Permanent Restoration	687,200.00	687,200.00
Subtotal	$719,921.00	$719,921.00
Retained in Program	25,200.00	25,200.00
Total	$745,121.00	$745,121.00

Group 1 - 95% Group 9 - 5%

Contract No. - 7828

Prefix - 103-1023

Prefix PE 38-1436

Prefix Temporary 103-4466-104S
Prefix Temporary 103-4466-107T
Prefix Temporary 103-4466-144E
Prefix Temporary 103-4466-145W, G, H, J, K, L, M, N, P, R

FOREST BOUNDARY-BULL CREEK SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00

FOREST BOUNDARY-BULL CREEK SECTION

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Nonparticipating - State Work

Roadway (MP 46.68 to MP 46.78)

Temporary Protection and Direction of Traffic	All Required (5%)		$ 250.00
Mobilization	All Required (5%)		1,750.00
Clearing and Grubbing	All Required (5%)		1,350.00
Removal of Structures and Obstructions	All Required (5%)		150.00
Embankment Foundation Excavation	700 cu.yd.	3.00	2,100.00
Borrow Excavation	6,900 ton	1.00	6,900.00
General Excavation	3,600 cu.yd.	2.20	7,920.00
Truck Haul on Borrow	51,000 ton-mile	0.20	10,200.00
Trench Excavation	380 cu.yd.	5.00	1,900.00
Watering	36 M-gal.	5.00	180.00
1" - 0 Aggregate Base	1,400 ton	8.00	11,200.00
Class "B" Asphalt Concrete	450 ton	15.00	6,750.00
12-inch Culvert Pipe	60 lin.ft.	10.00	600.00
18-inch Culvert Pipe	170 lin.ft.	10.00	1,700.00
24-inch Culvert Pipe	50 lin.ft.	12.00	600.00
Extra for Pipe Under Pavement	140 lin.ft.	15.00	2,100.00
12-inch Drain Pipe	440 lin.ft.	8.00	3,520.00
Special Filter Material in Drains	130 cu.yd.	20.00	2,600.00
Grouted Riprap	28 cu.yd.	60.00	1,680.00
12-inch Culvert End Sections	1 only	70.00	70.00
18-inch Culvert End Sections	4 only	80.00	320.00
24-inch Culvert End Sections	1 only	100.00	100.00
Guide Posts	10 only	10.00	100.00
			$ 64,040.00
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Unforeseen Slide Correction	All Required		1,000.00
Temporary Erosion Control	All Required		200.00
			$ 1,700.00
	Subtotal		$ 65,740.00
	Engr. & Cont.		8,874.00
	Total		$ 74,614.00
Less Minimal Repair Allowance by FHWA	All Required		2,500.00
			$ 72,114.00

FOREST BOUNDARY-BULL CREEK SECTION

MINIMAL REPAIR ALLOWANCE AT MP 46.68 TO MP 46.78

Borrow Excavation	315 cu.yd.	1.00	$ 315.00
Aggregate Base Material	21 cu.yd.	8.00	168.00
Class "B" Asphalt Concrete	107 ton	15.00	1,605.00
		Subtotal	$ 2,088.00
		Engr. & Cont.	412.00
		Total	$ 2,500.00

7828 - - 5

July 26, 1973

Mr. David G. Cromwell
Attorney at Law
223 S. E. H Street
Grants Pass, Oregon 97526

Dear Mr. Cromwell:

Thank you for your letter of July 24 advising us that your client, C-W Trucking Company, has settled the claim against Robert A. Hatch Construction Company in the amount of $30,386.28.

As stated in your letter, this is in connection with the White Construction Company Contract No. 7828 for work on the Forest Boundary-Bull Creek Section of the Clackamas Highway in Clackamas County.

We will notify the contractor and the surety that this claim has been satisfied.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn
cc White Construction Co.
Argonaut Insurance Company

NOTED ON CARD
7/26/73 fkn

Kengla and Cromwell
ATTORNEYS AT LAW
223 S.E. H Street
Grants Pass, Oregon 97526

Richard V. Kengla
David G. Cromwell

Telephone 479-2654
Area Code 503

July 24, 1973

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

On behalf of G-W Trucking Company I do hereby advise you that the claim against Robert A. Hatch Construction Company in the amount of $30,386.28 has been settled. This is in reference to White Construction Company, Contract No. 7828.

Very truly yours,

KENGLA & CROMWELL

David G. Cromwell

DGC:pm

cc: Mr. Robert A. Hatch
Robert A. Hatch Construction Company
100 E. Third Street
Bend, Oregon 97701

cc: Mr. Charles A. Gilliland
G-W Trucking Co.
P. O. Box 1193
Grants Pass, Oregon 97526

NOTED
C. W. HEAD

RECEIVED
JUL 25 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7828

FORM 8-1 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Forest Boundary - Bull	WEEK ENDING: July 14, 1973
		SECTION PREFIX: 103-1023
	HIGHWAY: Clackamas	COUNTY: Clackamas
NAME OF JOB: Forest Boundary - Bull Creek	KIND OF WORK: Grading and Paving	
CONTRACTOR: White Construction Company	CONTRACT NUMBER: 7828	FEDERAL AID PROJECT NUMBER: ERFO-253(1)
DATE OF CONTRACT: October 4, 1972	DATE WORK STARTED: Nov. 14, 1972	ESTIMATED COMPLETION DATE: Sept. 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 250	WORK DAYS USED / CALENDAR DAYS USED: Work 170
PROJECT AUTHORIZATION: $ 919,463.50 ~~xxx,xxx.xx~~	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 68
EXCLUSIVE OF ENGINEERING: $ 846,554.50 ~~xxx,xxx.xx~~	ENGINEERING AUTHORIZATION: $ 72,909.00 ~~xx,xxx.xx~~	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 846,554.50	ENGINEERING COST TO DATE: $ 57,416.89	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 79 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Rip-rap	Bin Wall
95	100	98	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	Rip-rap ~~xxxxxxxxxx~~	PAVING
MILES IN PROJECT	1.09	1.09			1.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.09	1.09			1.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	35,100	5,300		49,850	1,400
TOTAL QUANTITIES CORRECTED TO DATE	38,000	3,500		64,688	2,377
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	37,500	3,500		64,688	2,377
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Clear		-	
MONDAY 9	Fair			
TUESDAY 10	"			
WEDNESDAY 11	Clear			
THURSDAY 12	"			
FRIDAY 6	Cloudy			
SATURDAY 7	"			

RECEIVED
JUL 16 1973
CONSTRUCTION SECTION

Clenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No activity
MONDAY 9	" "
TUESDAY 10	" "
WEDNESDAY 11	" "
THURSDAY 12	" "
FRIDAY 6	" "
SATURDAY 7-	" "

REMARKS

No contract activity all week.
Expect to resume work on gunite ditch and rip-rap stockpiling at Carter Bridge next week.

SIGNED J W Nance LOCATION Clackamas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7828

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ Simpson, Division Engineer
Federal Highway Administration

DATE June 21, 1973

FROM L. H. Young
Office Engineer

Federal-aid Project No. ERFO-253(1)

SUBJECT Request Change Order Approval

Contract 7828, Extra Work Order No. 6

Project Forest Boundary - Bull Creek

Highway Clackamas

County Clackamas

This Order covers the cost of additional clearing behind the original cut slope line from Station 1226+50 to 1231+50. It is felt that this additional clearing will aid in the stabilization of the cut area and will reduce slide activity in the future.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval subject to review by the Federal Highway Administration Area Engineer on June 18, 1973.

Your approval as of June 18, 1973 is requested.

Attach.

BMW:pr

7828

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 15, 1973

White Construction Company
2705 Lancaster Drive
Salem, OR 97303

Attn: Roy L. Houck, Jr.

Re: Forest Boundary-Bull Creek Section
Clackamas Highway
F.A. Proj. No. ERFO-253(1)
Contract No. 7828
Show Cause Notice - Non-Compliance
With EEO Obligations

Gentlemen:

This is to inform you that you are in non-compliance with your equal employment opportunity contract requirements of the Portland Area Affirmative Action Plan. You must take either of the following actions:

1. Agree in writing to take prompt action to corrective action, or

2. Show cause why formal proceedings should not be instituted.

The reporting requirements contained in the Portland Area Affirmative Action Plan Special Provisions require submission of monthly manpower utilization reports. Optional Form 66, to be submitted by you and your subcontractors by the fifth of the following month once work has begun on the project. Our findings indicate that good faith efforts have not been made to meet these equal employment contract obligations in the following area:

1. Monthly Manpower Utilization Reports, Optional Form 66 and Contractors Monthly EEO Report PR-1391, for the month of May were not submitted to the State's Resident Engineer by June 10, 1973. It is your responsibility to see that all subcontractors' reports are submitted by the specified date.

The Department of Labor regulations (Title 41, Code of Federal Regulations, Chapter 60) implementing Executive Order 11246 are applicable to your Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause 112d). Section 60-1.20(b) of these regulations provides that when equal employment deficiencies exist it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance.

RECEIVED
JUN 18 1973
Office of
Assistant State Highway Engineer

The commitment must include:

1. The specific action which you propose to take to correct each deficiency and
2. The date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction.

   This commitment must be submitted to this office no later than 15 days from the date of receipt of this letter.

In accordance with instructions issued by the Office of Federal Contract Compliance (OFCC), U.S. Department of Labor, your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority representation at each level of each trade and a list of minority employees. Your monthly submission of Optional Form 66, Monthly Manpower Utilization Report and Form PR-1391, Federal-Aid Highway Construction Contractors Monthly EEO Report, will suffice in meeting this requirement.

You are specifically advised that making the commitment discussed above will not preclude a further determination of non-compliance upon a finding that the commitment is not sufficient to achieve compliance. If your written commitment is acceptable, you will be found in compliance contingent upon your effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the Office of Federal Contract Compliance and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If (1) you do not submit the written commitment discussed above within the 15 days allowed; or (2) your written commitment is not acceptable and the matter cannot be immediately resolved, you must show cause within 30 days from your receipt of this letter why formal sanction proceedings in accordance with 41 CFR, Part 60-1, should not be instituted.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal employment opportunity contract requirements has taken place, any Federal-aid highway construction contracts or subcontracts which you hold may be cancelled, terminated, or suspended; and you may be debarred from further such contracts and subcontracts. Such other sanctions, as are authorized by Executive Order 11246, may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to M. D. Glenn, Construction EEO Engineer, Oregon State Highway Division, State Highway Building, Salem, Oregon 97310, Phone: 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Asst. EEO Officer

cc: White Construction Co.
Bend, OR

bc: Glen L. Green
H. S. Coulter
Gene Huntley
L. W. Rullen
James McNamee

7828

4788

OREGON STATE HIGHWAY DIVISION

FILED
MAY 10 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-15-73 K

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 9, 1973

Kengla and Cromwell
Attorneys at Law
223 S. E. "H" Street
Grants Pass, Oregon 97526

Attention: David G. Cromwell

Gentlemen:

This is to acknowledge receipt of your letter of May 7 advising us that your client, Charles A. Gilliland, dba G-M Trucking (subcontractor) has a claim against Robert A. Hatch, dba R. A. Hatch Construction (subcontractor) in the amount of $30,386.28. This claim is for equipment rental and damage and repair costs to equipment.

This appears to be in reference to the White Construction Co., Contract No. 7828 for work on Forest Boundary-Ball Creek Section of the Clackamas Highway in Clackamas County.

The Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California furnished the performance bond on this contract. We will advise them of the receipt of your client's claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

NOTED
C. W. HEAD

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc White Construction Co.
Argonaut Insurance Company

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Kengla and Cromwell
ATTORNEYS AT LAW
223 S.E. H Street
Grants Pass, Oregon 97526

Telephone 479-2654
Area Code 503

Richard V. Kengla
David G. Cromwell

May 7, 1973

CECIL HEAD
Secretary
State Highway Commission
Room 121
Highway Building
State Capitol
Salem, Oregon

Re: SUB-CONTRACTING CLAIM BY
CHARLES A. GILLILAND, dba
G-W TRUCKING

Dear Mr. Head:

Please be advised that I represent Charles A. Gilliland, doing business as G-W Trucking.

Mr. Gilliland contracted with Robert A. Hatch, doing business as R.A. Hatch Construction to furnish equipment to Hatch relative to his sub-contract with White Construction Company of Bend on what I understand to be your contract #7828 relative to grading and pavement in Clackamas County.

Mr. Gilliland hereby makes claim against Hatch in the amount of EIGHTEEN THOUSAND EIGHT HUNDRED FORTY-ONE DOLLARS and THIRTEEN CENTS ($18,841.13) for equipment rental; ONE THOUSAND FORTY-FIVE DOLLARS and FIFTEEN CENTS ($1,045.15) for damage to his equipment which was subsequently repaired by Mr. Gilliland; and for THREE THOUSAND DOLLARS ($3,000.00) as the difference between the market value and the salvage value of certain equipment furnished to Hatch and later damaged by Hatch of the value of SEVEN THOUSAND FIVE HUNDRED DOLLARS ($7,500.00).

This claim is also made on behalf of Mr. Gilliland against the surety company, Argonat Insurance Company.

Please be advised further on behalf of Mr. Gilliland that we will pursue this matter to the appropriate

RICHARD V. KENGLA
ATTORNEY AT LAW

courts if Mr. Gilliland is not reimbursed as indicated above in the near future.

Please keep this office advised regarding this matter.

Yours very truly,

KENGLA & CROMWELL
Attorneys at Law

David G. Cromwell

DGC:bll

cc: Charles A. Gilliland

RECEIVED
MAY 8 - 1973
STATE HIGHWAY Commission

OREGON STATE HIGHWAY DIVISION

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 9, 1973

White Construction Company
2705 Lancaster Drive
Salem, OR 97303

Attention: Roy L. Houck, Jr.
Project Manager

Re: Forest Boundary-Bull Creek
Clackamas Highway
F.A. Proj. No. ERFO-253(1)
Contract No. 7828
EEO Compliance Review

Gentlemen:

To confirm my recent telephone conversation with you, an equal employment opportunity compliance review of your Organization will be held on April 18, 1973 at 10:00 AM at your project office on the Clackamas Highway. This review will be conducted by the Oregon State Highway Division. Representatives from the Federal Highway Administration will also attend this review.

You and other Company officials who contribute to the Company's equal employment opportunity policy are expected to attend. Personnel in your Organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of all subcontractors will not be required to attend - only those currently working on the project, if any. Current employment statistics for each subcontractor should be available, however.

In order to conserve time, you should have the following information available prior to the review:

1. Copies of all labor agreements.
2. All documentation of your contacts with labor organizations or other employment sources, particularly regarding obtaining minority employees.
3. List of all subcontractors and sub-subcontractors with subcontracts in excess of $10,000.00.
4. List of all material suppliers furnishing materials in excess of $10,000.00, including those of subcontractors.

RECEIVED
APR 10 1973
Office of
Assistant State Highway Engineer

5. Employment statistics for a current workweek. In order to coordinate this data with that of your subcontractors, it is recommended that the employment for the workweek ending March 31, 1973 be shown. These are to be broken down to indicate:
   (a) Employment for this project only.
   (b) Total employment of your firm (Home office employment) on all work, both Federal-aid and non-Federal-aid for this workweek.
   Racial identification of each employee must be shown.
6. A list of all employees hired since award of this contract showing:
   (a) Employee's name.
   (b) Racial identification.
   (c) Job classification and craft.
   (d) Wage rate paid.
   (e) Date hired.

This project contains the "Portland Hometown Plan" Special Provisions and this will be the first compliance review to be held on this project. It will therefore be necessary to determine which of the "new hires" indicated on the monthly Optional Form 66 reports were in fact "new hires" and which were "permanent" employees transferred from other projects to work on this project.

For your information, we are [illegible] copies of the following:
   (a) Interim Construction Contract Equal Opportunity Compliance Provisions, I.M. 40-2-72.
   (b) Compliance Data Report, Form FHWA-86.

It is anticipated that it will [illegible] 2 to 3 hours to review your records [illegible] review your compliance with [illegible] EEO contract requirements. [illegible] will be followed by an [illegible] project and employee interviews.

If you have any questions, [illegible] to contact us.

Very truly yours,

C. T. Keesey
Construction Engineer

By M. L. Glenn
M. L. Glenn
[illegible] EEO Engineer

[illegible] Inserts
cc: Bend, OR Office
bc: Vernon Cusack (2)
H. S. Coulter
Gene Huntley
L. W. Rullen
James McNamee

5

OREGON STATE HIGHWAY DIVISION

7828

HIGHWAY BUILDING • SALEM OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE April 5, 1973

Federal-aid Project No. ERFO-235(1)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7828 Extra Work Order No. 4

Project Forest Boundary - Bull Creek

Highway Clackamas

County Clackamas

The order covers cutting a channel through a natural dike in the Clackamas River immediately below the Carter Bridge. This should substantially lower the water level in the vicinity of the bridge and greatly facilitate the pier operations. The work will commence upon receipt of a permit from the Division of State Lands.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tantatively recommended for approval by the Federal Highway Administration Area Engineer on April 2, 1973.

Your approval as of April 2, 1973 is requested.

Attach.

JK:dgk

OREGON STATE HIGHWAY DIVISION

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 28, 1973

Federal-aid Project
No. ERFO-253(1)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7828 Extra Work Order No. 3

Project Forest Boundary-Bull Creek

Highway Clackamas

County Clackamas

The order covers replacement of embankment and construction of surfacing at the end of Carter Bridge. Recent high water has washed out the embankment and undermined the surfacing. Repair work is necessary to insure the safety of the traveling public.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on February 9, 1973.

Your approval as of February 9, 1973 is requested.

Attach.

JK:dgk

7828

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

February 27, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Additional Authorization**
Forest Boundary-Bull Creek Section
Clackamas Highway

An 18.7% overrun of the project authorization for the subject section, Contract No. 7828, is anticipated. This is a Federally funded flood damage repair project on the Clackamas Secondary Highway in Clackamas County and White Construction Company is the contractor.

The major item in the contract is large size riprap to repair roadbed fills and slopes. The quantity required is overruning the plan estimate, which was based on a loose volume estimate rather than the actual weighed tonnage of the rock used. The areas needing repair are larger and the actual weight of the rock used is heavier than estimated, both factors also contributing to the riprap quantity overrun.

The project is about one-third complete, with an estimated September 1973 completion date. The project is 100% Federally funded and the added cost will also be fully participating. Your approval of an increase of $144,676.18 to a new authorization of $919,463.50 is requested.

This will be on the agenda for your consideration at the March 6 meeting.

cc: C. W. Head
G. M. Baldwin
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
L. W. Rulien
Gary Ross
Gary Sund

JAB:fr dpy

7828

STATE COPY

cc: OSHD (Keasey)
Region (Tiala)
Area Engr Bryant

2-20-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

cst

(Check appropiate box) ☒ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2/20/73	H. A. Schell, Division Bridge Engineer	EREO-253(1)

IN COMPANY WITH
*See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	16 %	30 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

Coulter

MAR 02 1973

REGIONAL OFFICE

FOREST BOUNDARY-BULL CREEK SECTION
CLACKAMAS HIGHWAY
Grading and Paving

*In company with: FHWA - Messrs. Schell, Bryant, Noyes & Neumaber
OSHD - Messrs. Haller, McNamee, & Alsbury

On February 20, 1973, the Carter Bridge was insepcted for the purpose of determining the extent of riprap necessary for the western approach fill and the protection of the western pier of the truss span.

It was found that the river had eroded the fractured solid rock foundation under the footing of the far-western pier for the through truss span. From Mr. Neumaber's comments it appeared that approximately 6 ft. of this fractured rock has been removed, undermining the pier a maximum at one location of about 3 ft. The eddy downstream from this footing washed out the toe of the west approach fill and the guardrail posts are undermined and inadequate. The contractor to date has built up the fill with large riprap and requested extra money to selectively place any additional large material into the water and on the face of this bank. These large boulders are some 2+ yds. in size and are scattered extensively throughout the fill. At this time they extend partially into the stream.

The State has run a 3-line profile which shows a near vertical rock wall approximately 10 ft. below the questioned footing and then at an angle of approximately ¼:1 down to at least a 30 ft. depth. The low water channel upstream from the structure necks down to approximately 20 ft. in width through solid rock into the large eddy downstream from the bridge. The stream shows evidence of eroding the west gravel bank upstream from the structure and the stream angle appears to line up with the end abutment and undermined pier.

It is recommended that consideration be given to protecting the footing in question with a concrete cutoff wall (approximately 25-30' in length) along the face of the fractured rock and under the undermined footing to protect the footing and streamline the flow. Large riprap should be keyed to the

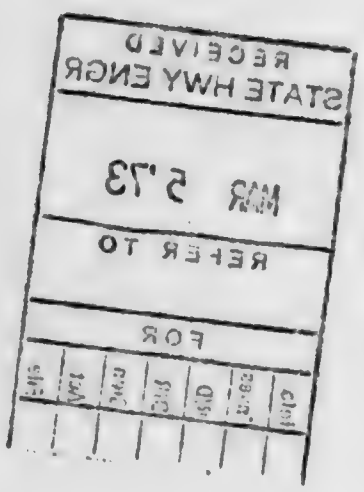
(more)

NOTED
H. S. COULTER

far-western end of the wall for protection of the west approach fills. This could be done with the existing riprap in place and just rearranged by tractor and blade at the streambed elevation. Addition of more riprap in the stream location is of questionable value because of stream restriction and the possibility of increasing additional eddies which would probably continue to erode the fractured basalt rock that the footing is now placed on. Another consideration would be to remove the solid rock neck upstream on the northeast corner of the river. This should open up the channel away from the concerned area and provide more flow area and decrease the eddy problem around the undermined footing.

The above work will still not solve the potential problem on the northwest bank upstream from the structure. This bank gives evidence of erosion and with the riprap in place on the other side of the stream will continue to erode unless protected at some future date. The river is apparently trying to seek a new channel through the park around the west end of the structure. However, this problem is not paramount at this time and no recommendations are made if the other two items are completed.

For placement of the wall it is possible that sheet piling might be utilized anchored to the rock face by anchor bolts and cables. It is felt that the widening work proposed upstream from the structure could be shot and either left for the river to move or pulled downstream by dragline away from the throat of the main channel. The installation of additional riprap at this time without positively solving the undermining problem of the structure is felt superfluous and no recommendation is made for more riprap until an adequate solution has been devised for the footing protection.



RECEIVED
MAR 6 1973
Office of
Assistant State Highway Engineer

7828 2-12-73

cc: OSHD (A R Johnson)
Region
Wash DC
Engr Coord

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

cst

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2/9&12/73	W. N. Bryant, Area Engineer	ERFO-253(1)

IN COMPANY WITH
*See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	16 %	30 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
FEB 21 1973
REGIONAL OFFICE

NOTED
H. S. COULTER

FOREST BOUNDARY-BULL CREEK SECTION
CLACKAMAS HIGHWAY
Grading and Paving

Phase Inspected: Riprap Placement

*In company with: 2/9&12/73 Jim McNamee, Resident Engineer, OSHD

2/12/73 Gene Fiala, Regional Hydraulic Engineer, FHWA
Don Haller, Regional Construction Engineer, OSHD
Jack Van Zanten, Area Engineer, Alaska Division, FHWA

SCOPE OF INSPECTION

The purpose of this inspection was to perform a field review of the riprap placement procedures currently in progress and to review in the field a proposal by the State to provide an additional quantity of larger size riprap to protect the approach embankment of the Carter Bridge.

2-23-73
Cleared by Young Fiala

FINDINGS AND RECOMMENDATIONS

In general, the riprap placed to date is considered adequate and in reasonably close conformance with specification requirements.

Finding: Based on work completed to date it is estimated that both the riprap and haul items will overrun the original planned quantities by approximately 30 percent. This condition is the result primarily of differences between actual existing conditions and the original design presumptions as well as minor revisions necessary to properly fit existing field conditions. For example, at the design stage the estimated volume of riprap was determined and then reduced by 20 percent for voids prior to weight conversion using an assumed specific gravity of 2.50. On the other hand, the specifications permit 10 percent of the riprap material to be less than 40 pounds in weight and 40 percent to be between 40 and 700 pounds which effectively reduces the amount of voids. This condition along with a substantial increase in the specific gravity of the material (2.67 as compared to the assumed 2.50) accounts for the major portion of the estimated overrun.

(more)

Coulter Cy all

Recommendation: Since the additional quantity of material is necessary to properly protect the roadway, approval of this price agreement is recommended.

Finding: The project plans call for 3,500 tons of Class 2000 riprap to be placed between Stas 804+00 and 805+75 to protect the approach fill to the existing Carter Bridge. At the present time approximately 2,000 tons are in place most of which is larger than necessary to meet minimum specification requirements.

Due to maintenance problems encountered at this location over the past several years, the State requested approval of a price agreement to provide approximately 2,000 tons of additional larger material, cubic yard plus size, at a cost of $7.50/ton plus haul at unit price. It was my opinion that the large material already in place plus the additional Class 2000 material yet to be placed would adequately protect the bridge approach. In addition the advisability of placement of the additional material which would protrude into the channel was questioned. However, since State personnel strongly felt that additional larger material was necessary the expert advice of the Regional Hydraulics Engineer was solicited. Based on this additional review it was determined advisable to provide the additional larger material as additional insurance against possible future erosion problems at this location.

Recommendation: Approval of a price agreement, subject to satisfactory cost justification, is recommended.

RECEIVED
STATE HWY ENGR
FEB 22 '73
REFER TO
FOR

7828

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 1, 1973

Federal-aid Project No. ERFO-253(1)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7828 State Force Order No. 1

Project Forest Boundary - Bull Creek

Highway Clackamas

County Clackamas

The order covers protective maintenance by Portland General Electric for their facilities in the vicinity of station 915 up to a maximum of $2,000. This protective work was provided for in Section 105.06 of the special provisions.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost of work to be done under this order is $2,000 with 100% Federal participation. Reimbursement on an actual cost basis up to a maximum of $2,000 is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 24, 1973.

Your approval as of January 24, 1973 is requested.

Attach.

JK:dgk

Form E-372 (Rev. 10-66)

7828

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Forest Boundary - Bull Creek Date January 23, 1973

Highway Clackamas Contract No. 7828

County Clackamas Kind of Work Grading and Paving Contractor White Construction Co.

	Authorized	Estimated
Contract Amount	$644,532.00	$ 772,000.00
Anticipated Items	38,100.00	38,100.00
Contingency (4½%)	30,718.44	36,454.50
Engineering 9%	61,436.88	72,909.00
Credits	-	
PROJECT COST	$ 774,787.32	$ 919,463.50
	NET INCREASE $	144,676.18

STATE APPROVED BY HIGHWAY COMMISSION DATE 3-6-73

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

	Expected Amount	Net Change
Contract Item 29 Loose Rip-rap Class 2000 70,000 Ton at $2.50 = $175,000.00	plus $50,500.00	
Item 30 Truck Haul on Loose Rip-rap 1,349,600 Ton-mile $0.18 = $242,928.00	plus $76,968.00	
Total		$ 127,468.00

Principal reasons for overruns (Continue on reverse side): Constructing rip-rap protection at minimum four (4) foot width.
Damaged areas have increased in length between time of location and construction.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Confirmed by _____ Division Engineer

Noted by _____ Construction or Bridge Engineer

Noted by _____ Deputy or State Highway Engineer

SP*23709-734

RECEIVED
JAN 1 [illegible]
FOR FILING

5

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310

White Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

January 16, 1973

Attention: Roy L. Houck, Jr.
Project Manager & EEO Officer

Re: Forest Boundary-Bull Creek Section
Clackamas Highway
F.A. Proj. No. BRFO-253(1)
Contract No. 7828

Gentlemen:

Your training programs for the two Laborer trainees to be furnished on this project are approved. The State will now participate in your training costs as specified in the contract.

You are reminded that these trainees, one who is being trained by your subcontractor, Robert Hatch, are to be notified of the length and type of training they are to be given. Also upon termination, for any reason, or completion of training, the trainee is to be provided with a certification of the length and type of training satisfactorily completed.

The length of training to be provided is for a relatively short period of time. You are, therefore, reminded that if upon completion of the approved training, you or your subcontractor certify the trainees as journeymen and continue to employ them in that capacity, the State will continue to participate in your costs up to a maximum, including training, of 1,000 hours or $800.00.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn
M. D. Glenn
Construction EEO Engineer

MDG:fr
cc: Bend, OR Office
bc: A. E. Johnson
Gene Huntley
L. W. Rulien /att.
James McNamee /att.

RECEIVED
JAN 17 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1973

In reply refer to: 10-35-DA/
961

7828

FROM : G. L. Green, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON
Cy Contr
1-12-73

SUBJECT: Oregon Project ERFO-253(1)
Forest Boundary-Bull Creek Section
Contract No. 7828
On-the-Job Training

RECEIVED
STATE HWY ENGR
JAN 12 '73
REFER TO
Johnson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Your January 5, 1973 letter submitted training proposals for two Laborer trainees. The proposed training program meets the requirements of the Training Special Provisions under FHWA Order Interim 7-2(2) and is approved.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
DEC 14 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310

White Construction Company
2705 Lancaster Drive
Salem, OR 97303

December 6, 1972

Attention: Roy L. Houck, Jr.
Project Mgr. & EEO Officer

Re: Forest Boundary-Bull Creek Section
Clackamas Highway
F.A. Proj. No. ERFO-253(1)
Contract No. 7828

Gentlemen:

You have not submitted your proposed training programs for the two Laborer trainees you are to furnish on this project.

At your October 25, 1972 preconstruction conference, you stated that these programs would be submitted within 30 days. We have not yet received them.

You are reminded that State participation in any of your training costs cannot be made until Federal Highway Administration approval of your training programs is received. Delay in project estimates can also result for failure to provide required reports and records. Please give this matter your prompt attention. If I can be of any service to you, feel free to contact me.

Please notify me when we can expect receipt of your training programs.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

cc: White Construction Co., Bend, OR

bc: A. E. Johnson
Gene Huntley
L. W. Rulien
James McNamee

RECEIVED
DEC 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1972
FILING

cc: OSHD (A. E Johnson)

FORM PR-33A (REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

1228 Region Wash DC

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Clackamas	Oregon

Date of Inspection	Inspection Made By	Project No.
11/28/72	W. N. Bryant, Area Engineer	ERFO-253(1)

In Company With: Jim McNamee, Resident Engineer, OSHD.

Location: The project is located on the Clackamas River Highway. It begins approximately 5 miles easterly of Estacada and extends east approximately 18.12 (intermittent) miles.

Contractor Name and Address: White Construction Co., Bend, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
10/4/72	$644,532.00	250 cal. days	10/24/72	10/14/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	12 %	6%

Roadbed (Width) NA (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Flood Damage Restoration	6201	18.12	NA	NA	NA

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

NOTED
A. E. JOHNSON

COPY SENT

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

FOREST BOUNDARY-BULL CREEK SECTION
CLACKAMAS HIGHWAY
Grading and Paving

DEC 11 1972
REGIONAL OFFICE

Work to be completed under this project consists of roadbed grading, riprap placement, aggregate base and asphalt concrete pavement necessary to repair flood damage which occurred during the flood of 1972.

The major work accomplished to date consists of development of the riprap source located on the Collawash River. The contractor has also began toe trench excavation work at the damaged areas between MP 33.11 and MP 39.47. Until the toe trench work is completed the contractor is stockpiling riprap material at the Fish Creek materials source.

While very little riprap material has been produced to date it does appear that material meeting the specification requirements is available at the Collawash source.

All required EEO posters, wage rate schedule, and other required posters are being displayed in a satisfactory manner at the contractor's field office located at the Fish Creek borrow source.

(more)

12-13-72 Johnson

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

The project identification signs and other necessary traffic control signs have been installed as required. To date no traffic control problems have been encountered on the project.

Project records indicate that all materials delivered to the project to date are in reasonably close conformance with specification requirements.

RECEIVED
STATE HWY ENGR
DEC 12 '72
TO

RECEIVED
NOV 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1972

White Construction Company
2705 Lancaster Drive
Salem, OR 97303

Attention: Roy L. Houck Jr.

Re: Forest Boundary-Bull Creek Section
Clackamas Highway
F.A. Project No. ERFO-253(1)
Contract No. 7828
On-The-Job Training

Gentlemen:

This is to confirm verbal approval of your proposal to furnish two trainees in the Laborers craft. Verbal approval was given during my telephone conversation with Roy Houck Jr. on October 24 and at the pre-construction conference held on October 25, 1972. On both occasions, it was agreed that the proposed training programs for these Laborers would be submitted within 30 days.

You are reminded that the purpose of the training provisions is the development of workmen to full Journeyman status, primarily those who are members of minority groups. Your proposed training programs should be designed to fulfill this purpose.

Your training program must show the following information:

1. Approximate starting dates for each trainee.
2. Length and type of on-the-job training to be provided.
3. Trainees to be provided by subcontractors, if any.

Upon receipt of your training program, it will be reviewed by this office and forwarded to the Federal Highway Administration for their approval.

Very truly yours,

George M. Baldwin
Administrator of Highways
By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
cc: Bend Office

bc: Glen L. Green
A. E. Johnson
Gene Huntley
L. W. Rulien
James McNamee

RECEIVED
NOV 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1972
FOR FILING

7828

October 25, 1972

White Construction Company
P. O. Box 201
Bend, Oregon 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7828 for work on the Forest Boundary-Bull Creek Section of the Clackamas Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025
bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
James McNamee

RECEIVED
OCT 11 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE October 10, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 3, 1972, is requested in the award of contract for the Forest Boundary - Bull Creek Section, Project No. ERFO-253(1).

The contractor receiving the award is White Construction Co., in the amount of $644,532.00, with Contract No. 7828 assigned. This bid was received on September 28, 1972 and awarded on October 4, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____

I concur in the award

G. L. Green
Acting Division Engineer

RECEIVED
OCT 9 - 1972
FOR

7818

October 6, 1972

Mr. John Hora, Regional Engineer
Federal Highway Administration
412 Mohawk Building
222 S. W. Morrison Street
Portland, Oregon 97204

Dear Mr. Hora:

Enclosed is one copy of the construction plans and specifications for the projects listed below that have been awarded by the State Highway Commission on the Forest Highway System.

In order that you may keep your files up to date, it is our policy to send construction plans and specifications soon after each contract letting.

Fl Rte. Number	Highway Name	Project	State Contract No.
17	Crater Lake	Lost Creek Slide	7836
55	Clackamas	Forest Bdry.-Bull Cr.	7828

Bids for these projects were opened Sept. 28, 1972.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

GBC:bb

Enc.

RECEIVED
OCT 6 - 1972
FOR FILE

7828

October 5, 1972

White Construction Company
P. O. Box 201
Bend, Oregon 97701

Gentlemen:

The State Highway Commission on October 4, 1972, accepted your proposal on the Forest Boundary-Bull Creek Section of the Clackamas Highway in Clackamas County for the sum of $644,532 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7828.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ". . . . the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Hasd, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
James McNamee
William Geibel (SAIF)
Don Trout

RECEIVED
OFFICE OF
A. E. JOHNSON

FOR FILING

7828

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28 1972

SUBJECT: Portland Area Affirmative Action Plan
Project No. 1
Section: Forest Boundary-Bull Creek

To: L. H. Young
Programing Engineer

The Part I certification and/or affirmative action plan submitted by White Construction Company of Bend, Oregon with the bid proposal for the subject project at the Sept. 28 bid letting has been reviewed and is:

X approved and award of contract recommended.

_____ not acceptable for the following reasons:

NOTED
A. E. JOHNSON

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Cecil Head

RECEIVED
SEP 29 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 24 1972
FOR FILING

FORM E-20 (REV. 10-69)

15-8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

September 21, 1972

SUBJECT: Right of Way Status
E. R. (72) Project
Bid Opening October 26, 1972

To: L. H. Young
Programing Engineer

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired:

Forest Boundary-Bull Cr. Section

Although all necessary rights-of-way have not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. There is no relocation involved on this project.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

LETTER OF APPROVAL AND/OR AUTHORIZATION

EMP 0 253(1)

STATE PROJECT NO.
FOREST BOUNDARY – BULL CREEK SECTION

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
ER-10

COUNTY NAME
CLACKAMAS

PROGRAM STAGE (Check)
☐ RECEIVED 2.

STATE HWY ENGR
SEP 14 '72
REFER TO
FOR
Info | Sys | Rec | Eng | Est | File

TO:
7822
G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
SEPTEMBER 6, 1972	SEPTEMBER 6, 1972	SECONDARY ROUTE #136 / SECONDARY ROUTE #171

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $8,500.00; TEMPORARY EROSION CONTROL IN AMOUNT OF $4,800.00 AND ON THE JOB TRAINING IN AMOUNT OF $1,600.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) CONTRACTOR'S FLAGGING $8,500; TEMPORARY EROSION CONTROL $4,800; ON THE JOB TRAINING $1,600
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S SEPTEMBER 1, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

9-14-72

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-72	G L Green	ACTING DIVISION ENGINEER

FORM PR-1240 ... EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) ...

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-8-72

RECEIVED
SEP 1 1 1972
FOR FILING

FEDERAL AID PROJECT NO.
ERFO-253(1)

STATE PROJECT NO.
Post 28.60
(North Fork Dam-Bull Creek Section)

FROM:
G. L. Green, Acting Division Engineer
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Clackamas

ITEM NO.
ER-10

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
7827

G. M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 11 '72
REFER TO
FBR
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
September 8, 1972	September 8, 1972	Secondary Route 136
		STATE ROUTE NUMBER: Secondary Route 171

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: As requested in Mr. Young's 5-12-72 letter, it has been determined to be in the public interest to construct Mile Post 28.60 of the North Fork Dam-Bull Creek Section by force account procedures using State forces. You are authorized to proceed with the necessary construction at MP 28.60 estimated to be $6,500.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] Preliminary Engineering to Determine Location Only
- [ ] Preliminary Engineering for Survey and Plan Preparation
- [ ] Other (Specify)
- [ ] Acquisition of Right-of-Way
- [ ] Construction - Advertise for Receipt of Bids
- [X] Construction - Proceed ~~on Force Account Basis~~ Force Account Basis

REMARKS
PS&E documents for the subject project as represented by State Force Order Number 1 have been reviewed together with attachments and are hereby approved.

A signed copy of State Force Order Number 1 is returned herewith.

9-12-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-8-72	P.P.B. Loist for	Acting Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
SEP 8 • 1972

OREGON STATE HIGHWAY DIVISION

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 8, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Project Finance Approval**
Forest Boundary-Bull Creek Sec.
Clackamas Hwy., Clackamas Co.

Plans are complete on the subject emergency repair project which is an intermittent flood repair project involving 13 problem sections. The Federal Highway Administration refuses to fully participate in the entire cost; however, they would participate fully in 12 sections and only the surfacing on the most easterly section at M.P. 46.7.

I recommend contracting the project in its entirety, which will leave a portion of the last section to be financed from State Construction Funds in an amount of $55,000.

The total emergency repair estimate is $1,053,444, of which approved sections are 100 percent participating. Your authorization is requested to let the contract in its entirety with the State financing $55,000 from State Construction Funds.

This matter will be on the agenda for your consideration at the September 19 meeting.

cc: C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Shoog
H. S. Cox
Gary Ross
Gary Sund

BG:bb dps

SEP 7 - 1972

7828

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE: September 6, 1972

TO: G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM: George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT: Forest Boundary-Bull Creek Section
Project No. ERPO-253(1)
Minimal Participation at MP 46.68 to MP 46.78

The emergency repair of the subject section is being contracted although the FHWA refuses to fully participate in the entire cost. Mr. Burghardt informed the State on September 5, 1972 that the Portland office would allow participation in the cost of repair of the surfacing only. We have computed the quantities necessary to restore the 20-foot roadway, 2-foot shoulder and a small amount of shoulder borrow excavation to reestablish the fill on a 1 1/2 to 1 slope wide enough to install the pavement and shoulder.

The total cost of this one section in the contract amounts to $57,500 and we are requesting participation in the amount of $2,500, leaving a cost to the State in the amount of $55,000.

A revised P.E. & E. estimate is attached along with the computations showing the minimal repair necessary to restore the roadway. The participating contract estimate is within the amount authorized by the Washington office.

DAR:bb

Attach.

RECEIVED
SEP 1 1972
FOR FILING

7828

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 1, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT P.S. & E. Authorization Request

Complete P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on September 28, 1972.

I-205-7(25)306	S.E. 92nd Ave. O'xing & Phillips Cr. (82nd Ave.) Section
I-205-7(26)298	Gladstone Int.-West Linn Int. Section
FR-273(1)	Big Creek Bridge Section
FRFO-253(1)	N. Fk. Dam-Bull Creek Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the attached utility-railroad status report.

DAR:bb
Attach.

RECEIVED
FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 28, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Permit of Entry
Forest Boundary-Bull Creek Section
Clackamas Highway
Clackamas County
R/W File No. 38824

Gentlemen:

Attached you will find the original and one copy of a permit of entry allowing the State to enter onto your property for the construction of the above captioned project. You will also find attached two prints of a portion of the right of way map No. 8B-34-8 showing the parcels involved.

If this is acceptable, please have the appropriate official of your company sign this permit of entry and return the original to our Right of Way Engineer, Mr. D. H. Moehring, State Highway Building, Salem, Oregon 97310.

Inasmuch as bids are to be opened on September 28, 1972, your early attention to this matter will be sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
F. B. KLABOE

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: F. B. Klaboe
D. H. Moehring w/copy of permit of entry
Ken Rolfe "
R. H. Rumbolz

RECEIVED
JUL 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1972
FOR FILING
STATE OF OREGON
1959

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman

EDW. G. HUFFSCHMIDT
Vice Chairman

McKEE A. SMITH
Member

7828

June 23, 1972

cc's sent 6/23/72:

E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
L. W. Rulien (2)

Mr. George M. Baldwin
Administrator of Highways
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall, Design Engineer

Dear Mr. Baldwin:

The preliminary plans of the following titled proposed highway project transmitted to us by your letter dated June 8, 1972 have been reviewed:

Forest Boundary-Bull Creek Section
Clackamas Highway
Clackamas County

On April 12, 1972 representatives of the Oregon State Game Commission and our staff accompanied Mr. Robert Ewen, Region Locating Engineer, on a tour of the storm damage areas.

As far as we can determine, the plans reflect the results of our on-the-site discussion and recommendation. Thus, the project is approved.

We appreciate the opportunity to comment on this proposal.

NOTED
E. S. HUNTER

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Jay Massey, Oregon State Game Commission
Oregon State Game Commission

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 2

FOR FILING

OREGON STATE HIGHWAY DIVISION

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 22, 1972**

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM **L. H. Young**
Programing Engineer

SUBJECT **Emergency Relief Program**

We are submittting program data for Item 10, Project No. ERFO-253(1), "N. Fk. Dam-Bull Creek Section", which we desire to include in the Federal-Aid Emergency Relief Program occasioned by the January 11, 1972 storm.

As part of our submission, we are forwarding with the PR-1 form, three copies of preliminary plans; if necessary, one copy may be sent to your region office, and one copy to the Washington office. Also, attached to the program is the preliminary contract cost data which shows what we plan to incorporate in the project. Also three copies of a tabulation of itemized cost at MP 28.6 and MP 46.94, so a better review can be made made of these two areas as there is quite a difference between the original estimate and the present one. The costs at MP 28.6 and MP 46.94 are incorporated in the estimate attached to the program.

Attach.

DAR:dg

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

FEDERAL-

DATE SUBMITTED TO W. O. 6-22-72

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (65 typewriter spaces) 21 SR 224 4.76 Mi. SW Estacada SW 19.26 Mi. 65	ADT	PRESENT 1,000	FUTURE 1,600 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 PE, Temp. & Perm. Flood Damage Repair 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(67) 55	SUPV AREA (69)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. YR. (73) 72-1	COUNTY NAME
CARD	CLASS OF FEDERAL FUNDS Emergency Relief							ROUTE NO. 5
	NAME OF URBAN AREA 17-31							

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL (67)
1	(14-15)	(16)	41	42						
5					PE		SR 224 4.76 Mi. SW of Estacada SW 19.26 Mi.	*1.17	22,000	22
5					ROW					
5					CONST (CODE) Stage 2 Temp.&Perm.		(N. Fk. Dam-Bull Creek Section)	*1.17	1,125,944	1,125
								*1.17	1,147-944	1,147

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		(16) (23)(24)
1	14	PROGRAM APPROVAL DATES	

*Work to be done on 14 separate are
an overall length of 18.34 mi.; to
length of construction 1.17 miles.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	1,000	1,600	92	10	Oregon	35	099	10

T. Projects Only

DA ABCT	DA CLASIFT.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
			72-1		ERFO-	253	(1)		

COUNTY NAME: Clackamas — CODE: 005

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 136 — STATE: 171 — U.S.:

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
*1.17	22,000	22,000			PE all phases temp. & perm. flood damage repair, consisting of slide and debris removal, emb. const., drainage, guardrail, riprap, AC pave. for const. of two 12' lanes of H.T. pave. with 4' shoulders, & bin retaining wall. Work to be done by advertised contract and force account work.
*1.17	1,125,944	1,125,944			
*1.17	1,147-944	1,147,944			

*Work to be done on 14 separate areas in an overall length of 18.34 mi.; total length of construction 1.17 miles.

REMARKS

Damage to highway caused by heavy rainfall and snowpack melting, beginning January 11, 1972, and the resulting high water.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

REMARKS - continued

Existing Facilities: Two 10' travel lanes of bituminous-treated roadway surface.

Project Data: Abnormally heavy rainfall starting January 11, 1972, and melting snow caused oversaturated soil and high water resulting in numerous slides and washouts. Following is a tabulation of the damaged locations and a brief description of the damage on this route:

Mile Point	Temp. Repair	Type of Damage	Length
28.60	$ 1,384	Fill Slide	340'
31.98	Barricades Only	Fill Washout	225'
33.11	Barricades Only	Rock-fill & Shoulder Washout	375'
33.95	$ 664	Rock-fill & Shoulder Washout	325'
36.40	$ 2,382	Roadway & Rock Riprap Washout	775'
36.70	Barricades Only	Roadway Washout	100'
38.77	$ 931	Bridge End Embankment Washout	27'
39.47	Barricades Only	Roadway Washout	500'
41.00	$ 5,360	Highway Washout	760'
41.88	Barricades Only	Roadway Washout	500'
44.38	Barricades Only	Roadway Washout	305'
46.02	Slow Signs Only	Highway Settlement	360'
46.73	Slow Signs Only	Slide & Fill Settlement	450'
*46.94	Slow Signs Only	Fill Settlement & Slide	1,135'
Totals	$10,721		6,177'

Temporary repair cost to restore traffic is as follows:

Labor.	$ 6,632
Equipment	2,295
Material	1,794
Total	$10,721

*Mile point was in error on original inspection report.

Public Hearing: Not required under paragraph 3c of PPM 20-8.

Clearinghouse Review: Not required under State Clearinghouse working agreement dated February 19, 1971.

Permanent restoration is to be accomplished by one regular advertised contract which includes all the mile points listed above. As part of the program documents we are including the field contract estimate as an attachment. This estimate has not been checked by our chief cost analyst, but it should be fairly representative of the necessary cost. The cost estimate is not broken down by mile point as the project was worked up as one complete project with the exception of M.P. 28.6 and M.P. 46.94. Following is an explanation of the difference between the original estimate and final cost for these two sections which partially explains the total cost difference on the entire project. Other reasons for differences are lack of planning, unforeseen difficulties with the estimates being made with the water at a very high level and with snow on the ground which prevented full view of the damage.

M.P. 28.6 was to be restored on a force account basis with fill material dumped into the slide area with a total cost of $6,500. During the period of temporary repair, 1,000 cu.yds. of material was dumped into the slide area and it absolutely disappeared into the lake, so that solution was stopped and a bin-type retaining wall has been designed for a total cost restoration estimate included in the contract of $71,000. Other methods of repair were studied, but this is the most feasible and economical.

M.P. 46.94 was originally to be filled and patched for about $3,000. This would not be a final and lasting solution because it now passes over the middle of the slide which is very unstable and with the next heavy rain it is expected to become unstable again. Our geologists and engineers have settled on the solution of moving the roadway laterally 47 feet onto solid ground at an estimated cost of $96,000.

We are programing the entire project in stage two as the plans are being drawn in the Design Section and we expect to advertise for bids as soon as possible.

Survey	$ 22,000.00
Temporary Repair	10,721.00
Permanent Repair	1,115,223.00
Total	$1,147,944.00

FOREST BOUNDARY-BULL CREEK SECTION

CLACKAMAS HIGHWAY (M.P. 28.6 TO M.P. 46.94)

OREGON PROJECT NO. ERFO-253(1)

Preliminary estimated cost. June 21, 1972

Mobilization	All Required		$ 72,700.00
Temporary Protection and Direction of Traffic	All Required		17,400.00
Clearing and Grubbing	All Required		10,000.00
Remove Guardrail	3,550 lin.ft.	1.30	4,615.00
Remove Barricade	1,800 lin.ft.	1.30	2,340.00
Remove Culverts	400 lin.ft.	1.00	400.00
Remove Pavement	1,500 sq.yd.	0.50	750.00
Embankment Foundation Excavation	700 cu.yd.	1.50	1,050.00
General Excavation	31,300 cu.yd.	1.00	31,300.00
Solid Rock Excavation	8,470 cu.yd.	7.50	63,525.00
Trench Excavation	700 cu.yd.	4.15	2,905.00
Trench Excavation	300 cu.yd.	10.00	3,000.00
Toe Trench Excavation	5,075 cu.yd.	3.70	15,225.00
Bin Wall Excavation	2,510 cu.yd.	3.00	7,530.00
Select Borrow Material	14,000 cu.yd.	0.75	10,500.00
Truck Haul Borrow Material	129,100 ton-mi.	0.10	12,910.00
Truck Haul Riprap	818,750 ton-mi.	0.22	180,125.00
Finishing Roadbed and Slopes	All Required		1,000.00
Watering	170 M-gal.	4.00	680.00
Coarse Crushed Base	9,390 ton	4.50	42,255.00
3/4"-0 Material in Base & Shoulders	560 cu.yd.	2.50	1,400.00
Class B Asphalt Concrete	2,310 ton	12.00	27,720.00
Asphalt in Tack Coat	1.5 ton	75.00	112.50
12-inch Culvert Pipe	60 lin.ft.	5.00	300.00
18-inch Culvert Pipe	510 lin.ft.	7.00	3,570.00
24-inch Culvert Pipe	260 lin.ft.	8.50	2,210.00
30-inch Culvert Pipe	24 lin.ft.	13.00	312.00
36-inch Culvert Pipe	66 lin.ft.	15.00	990.00
60-inch Culvert Pipe	36 lin.ft.	32.00	1,152.00
Extra for Pipe Under Pavement	190 lin.ft.	9.00	1,710.00
Pipe Anchors	7 only	50.00	350.00
8-inch Perforated Drain Pipe	1,670 lin.ft.	3.50	5,845.00
10-inch Perforated Drain Pipe	10 lin.ft.	4.00	40.00
12-inch Perforated Drain Pipe	440 lin.ft.	4.25	1,870.00
12-inch Culvert End Sections	1 only	100.00	100.00
18-inch Culvert End Sections	4 only	120.00	480.00
24-inch Culvert End Sections	9 only	140.00	1,260.00
30-inch Culvert End Sections	1 only	160.00	160.00

36-inch Culvert End Sections	1 only	180.00	180.00
60-inch Culvert End Sections	1 only	250.00	250.00
Special Filter Material	415 cu.yd.	9.25	3,838.75
Guard Rail, Type 2A	5,290 lin.ft.	5.00	26,450.00
Adjust Guard Rail	550 lin.ft.	1.50	825.00
Loose Riprap, Class 1,000	50,000 ton	6.00	300,000.00
Grouted Riprap, Class 50	160 sq.yd.	15.00	2,400.00
Metal Bin Type Retaining Wall, Design A	520 sq.ft.	7.00	4,004.00
Metal Bin Type Retaining Wall, Design B	1,190 sq.ft.	8.65	10,293.50
Metal Bin Type Retaining Wall, Design C	1,170 sq.ft.	9.80	11,466.00
Metal Bin Type Retaining Wall, Design D	1,030 sq.ft.	11.80	12,154.00
			$ 901,652.75
Flagging (60% of Contractor's Cost)	All Required		$ 11,000.00
Utility Adjustments	All Required		5,500.00
Horizontal Drains	All Required		11,200.00
			$ 27,700.00
	Subtotal		$ 929,352.75
	20% Engr. & Cont.		185,870.25
	Total		$1,115,223.00

RECEIVED
JUN 22 1972
FOR ENGR

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7828

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 22, 1972

cc's sent June 23, 1972 to:

E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
L. W. Rulien (2)

Routing Slip
Requires Approval
Receipt Copy
Bring Up
Other
RECEIVED
JUN 23 1972
DESIGN SECTION

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of June 8, 1972, regarding the following project:

the same as N. Fork Dam - Bull Cr. Sec.

Forest Boundary - Bull Creek Section
Clackamas Highway, Clackamas County

Our biologist inspected this proposal with Fish Commission of Oregon personnel and your local engineer. It is felt that there will be no probability of wildlife resource damage as a result of this construction. The plans are approved.

We appreciate the opportunity to comment.

NOTED
E. S. HUNTER

Very truly yours,

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
JUN 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

PROGRAM
MAY 15 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7828

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 12, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Emergency Relief Program**

We are submitting program data for Item 10, Project No. ERFO-2(3)(1), "N. Fk. Dam-Bull Creek Section", which we desire to include in the Federal-Aid Emergency Relief Program occasioned by the January 11, 1972 storm.

Authorization to use State forces to perform a portion of the work is requested because it is our opinion that it is more suitable for a State force operation, can be completed more rapidly and at a lesser cost; for these reasons, we feel it is in the public interest to perform the work with State forces.

We are also submitting 6 copies of a force account order and typical sections covering the permanent restoration of the work at M.P. 28.6 which we request you approve subsequent to the program approval.

The title sheet plan for the temporary work will be submitted with the project agreement after the work is authorized.

DAR:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

May 12, 1972

FEDERAL-AI (P

CARD 2 — REPORT NUMBER: 1 (19) (20) — PROJECT LOCATION (45 typewriter spaces): SR 224 4.76 Mi. SW Estacada SW 19.26 Mi. 21 65 — ADT — PRESENT: 1,000 — FUTURE: 1,600 (66) (70)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): PE, Temp. & Perm. Flood Damage Repair 28 62 — NATL. FOREST (63) (65) — FH ROUTE NO.: 55 (68) (69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR.: 72-1 (72) (73) — PL. (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Emergency Relief — COUNTY NAME — NAME OF URBAN AREA 17-31 — ROUTE NO. S — FEDERA 1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE: TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		SR 224 4.76 Mi. SW of Estacada SW 19.26 Mi.	*1.40	15,000	15,000
3					ROW					
5					CONST (CODE) Stage 2 Temp.&Perm. Stage 1 Perm.		(N. Fk. Dam-Bull Creek Section)	*1.40	17,221 932,000	17,221 (932,000)
							PROJECT TOTALS	*1.40	964,221	32,221

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

(16) (23) (24)

*Work to be done on 14 separate areas in overall length of 19.26 mi.; total leng of construction 1.40 miles.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

, 1972

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	1,000	1,600 (66)	92 (70)(71)(72)	10	Oregon	35 (2)(3)	099 (4)(9)	10 (14)(18)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I, Projects Only: POST MI. (24)(26)	DESIG. 27
			72-1		ERFO-	253	(1)		

COUNTY NAME: Clackamas — CODE 005 (14)(16)

PROGRAM STAGE: [X] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID 136 (32) — STATE 171 (36)(37) — U.S. (41)

ESTIMATED PROJECT COST BY PHASES

MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
*1.40	15,000	15,000			PE all phases temp. & perm. flood damage repair, consisting of slide and debris removal, emb. const., drainage, guardrail, riprap, AC pave. for const. of two 12' lanes of H.T. pave. with 4' shoulders.
*1.40	17,221 932,000	17,221 (932,000)			Work to be done by advertised contract and force account work.
*1.40	964,221	32,221			
	(16)	(23)(24) (33)			

*Work to be done on 14 separate areas in an overall length of 19.26 mi.; total length of construction 1.40 miles.

REMARKS
Damage to highway caused by heavy rainfall and snowpack melting, beginning January 11, 1972, and the resulting high water.

USCOMM DUSCOMM-DC 48905-P6

REMARKS - continued

Existing Facilities: Two 10' travel lanes of bituminous-treated roadway surface.

Project Data: Abnormally heavy rainfall starting January 11, 1972, and melting snow caused oversaturated soil and high water in the Clackamas River resulting in numerous slides and washouts. Following is a tabulation of the damaged locations and a brief description of the damage on this route:

Mile Point	Temp. Repair	Type of Damage	Length
28.60	$ 1,384	Fill Slide	200'
31.98	Barricades Only	Fill Washout	300'
33.11	Barricades Only	Rock-fill & Shoulder Washout	650'
33.95	$ 664	Rock-fill & Shoulder Washout	400'
36.40	$ 2,382	Roadway & Rock Riprap Washout	850'
36.70	Barricades Only	Roadway Washout	850'
38.77	$ 931	Bridge End Embankment Washout	300'
39.47	Barricades Only	Roadway Washout	1,050'
41.00	$ 5,360	Highway Washout	750'
41.88	Barricades Only	Roadway Washout	400'
44.38	Barricades Only	Roadway Washout	750'
46.02	Slow Signs Only	Highway Settlement	400'
46.73	Slow Signs Only	Slide & Fill Settlement	300'
47.86	Slow Signs Only	Fill Settlement	200'
Totals	$10,721		7,400'

Temporary repair cost to restore traffic is as follows:

Labor	$ 6,632
Equipment	2,295
Material	1,794
Total	$10,721

Permanent restoration is to be done by regular advertised contract with the exception of one area at Mile Point 28.6 which is to be done by force account method based on the fact that it is close to a populated area; that it is within a recreational area; that the State is ready to perform the work as soon as authorized by FHWA, and that it can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at Mile Point 28.6.

Labor	$ 4,000
Equipment	2,300
Material	200
Total	$ 6,500

Stage 1: Permanent restoration in all areas other than at Mile Point 28.6 is estimated to be $932,000.

Public Hearing: Not required under paragraph 3c of PPM 20-8.

Clearinghouse Review: Not required under State Clearinghouse working agreement dated February 19, 1971.

7829 Gladstone Int.-West Linn Int.1972
Sec. of E. Ptld. Fwy. Hwy.
(Roadside improvement) #1

7251 6/23/75

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
6-16-75	W. N. Bryant, Area Engineer		I-205-7(26)298
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11-30-73	2-2-75	100 %	Comp. Date 11-30-73
APPROVED EXTENSIONS	**LOCATION**		
None	Project is located in the immediate vicinity of Oregon City on the East Portland Freeway, Route I-205.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JUN 18 1975

GLADSTONE INTERCHANGE-WEST LINN INTERCHANGE
EAST PORTLAND FREEWAY
Roadside Improvement

Washington

RECEIVED
JUN 19 1975
Office of
Assistant State Highway Engineer

6-19-75
cy Cont.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original signed by R. M. Arenz	
TITLE ~~W. N. Bryant~~ Area Engineer	DATE 6-17-75	TITLE ~~E. J. Valach~~ Plan. & Research Engr. ~~District Engineer~~	DATE JUN 18 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7829

May 27, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(26)298

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7829 Work Completed November 30, 1973

Project Gladstone Intchge.-W. Linn Intchge.

Highway East Portland Freeway

County Clackamas

Acceptance: Transportation Commission February 2, 1975

Federal Highway Administration November 27, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:wm

cc: F. R. Griffin
R. D. Church

7829

March 12, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 21, 1975, we wrote to you concerning release of final payment on Contract No. 7829 awarded to Aichele Landscaping, Inc., for roadside improvement on the Gladstone Interchange-West Linn Interchange Section of the East Portland Freeway in Clackamas County.

Final payment on this contract is $29,845.78 and the total contract amount is $368,363.99 including $3,258.78 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ADMINISTRATOR AND STATE HIGHWAY ENGINEER

2 24 75

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
Steeck Electric No. 7912	4th Street at Bartlett St., Medford, Jackson County	January 22, 1975
Gary Baker Contractor No. 7955	Campbell Bridge-Beaverton Farmington, Washington County	January 22, 1975
Copeland Paving, Inc. No. 7917	4th St.-5th St., Bridge St. Grants Pass, Josephine County	January 22, 1975
Klamath Paving Co. No. 8062	Campus Drive OTI (Klamath Falls) Bikeway, Klamath County	January 23, 1975
Stan Schnell No. 8061	Willow Creek Bridges, County Roads 723 & 729, Gilliam County	January 23, 1975
McCain and McCain No. 8045	Oswald West State Park Clatsop & Tillamook Counties	January 27, 1975
Hamilton Construction Company No. 8027	New Idaho School Loop, FAS 19-106 & 19-107, Lake County	January 27, 1975
Steeck Electric No. 7911	Garden Valley Road at BLM Access (Roseburg) FAS 800 Douglas County	January 28, 1975
Central Oregon Pavers, Inc. No. 8017	Ochoco Creek (Prineville) Bikeway, Crook County	January 30, 1975
Kelly F. White Company No. 7988	N.E. 122nd Ave.-Sandy River & S.W. Spring Garden St.-S. Tigard Interchange, Multnomah and Washington Counties	February 13, 1975

Hughes & Ladd- Hughes & Ladd, Inc. No. 7563	East Unit, Pendleton-Emigrant Hill, Old Oregon Trail Umatilla County	February 19, 1975
Aichele Landscaping, Inc. No. 7929	Mary S. Young State Park Oswego Highway, Clackamas County	February 19, 1975
Ross Bros. Construction, Inc. No. 7966	Woahink Lake (Canary Road) FAS 226, Lane County	February 19, 1975
Neil Van Zyle Inc. No. 7992	Milo McIver State Park Clackamas County	February 19, 1975
Hamilton Construction Company No. 8004	Tualatin River (Golf Course Road) Bridge, FAS 631 Washington County	February 19, 1975
Aichele Landscaping, Inc. No. 7829	Gladstone Interchange-West Linn Interchange, East Portland Freeway, Clackamas County	February 19, 1975
W. H. Gregory No. 7942	Modoc Point (Units C & D) The Dalles-California Klamath County	February 20, 1975

February 24, 1975

Administrator and State Highway Engineer

7829

February 21, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 7829 awarded to Aichele Landscaping, Inc. for work on the Gladstone Interchange-West Linn Interchange Section of the East Portland Freeway in Clackamas County was completed on November 30, 1973, and accepted by the Administrator and State Highway Engineer on February 19, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 26, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

gw

cc: Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

7829

CON-5-7829

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 18, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Bruce Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7829, Work Completed November 30, 1973

Project Gladstone Intchge. - W. Linn Intchge.

Highway East Portland Fr., County Clackamas

Type of Work Roadside Improvement

Contractor Aichele Landscaping

Recommended Acceptance Date February 19, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
STATE HIGHWAY ENGINEER
DATE: 2-20-75

2/21
Acc 5

7829

CON-5-7829

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 14, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-205-7(26)298

SUBJECT Request Contract Acceptance

Contract 7829, Work Completed November 30, 1973

Project Gladstone Intchge.-W. Linn Intchge.

Highway East Portland Freeway

County Clackamas

Establishment Period Ended January 7, 1975

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

NOTED
H.S. COULTER

Acceptance Date November 27, 1974

Conditions not acceptable: None

for G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
Coulter
FOR
Info | Invest | R/W | D/R | Sign | Act | File

RECEIVED
FEB 4 1975
Office of
Assistant State Highway Engineer

2-4-75

VG:wm

cc: F. B. Klaboe
C. T. Keasey
V. Gallagher

Form 81-734-3123

7829

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Gladstone Int.-West Linn Int. Sec.		WEEK ENDING: Dec. 27, 1974
HIGHWAY: East Portland Freeway		SECTION PREFIX: 603-1024
KIND OF WORK: Roadside Improvement		COUNTY: Clackamas
NAME OF JOB: Gladstone Int.-West Linn Int.		
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7829	FEDERAL AID PROJECT NUMBER: ~~I-5-1(8)~~ I-205-7(26)298
DATE OF CONTRACT: Oct. 4, 1972	DATE WORK STARTED: January 8, 1973	ESTIMATED COMPLETION DATE: Nov. 30, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 394,401.15	SPECIFIED COMPLETION DATE: Nov. 30,1973	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 363,127.05	ENGINEERING AUTHORIZATION $ 31,274.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 373,968.46	ENGINEERING COST TO DATE $ 20,650.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 66 %	DATE PROJECT WAS COMPLETED: Nov. 30, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE / Topsoil	OIL AND/OR PAVE / Trees	MAT'L. PROD. / Shrubs	Vines	Mulch
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			2.59	2.59	2.59	2.59	2.59
MILES PARTIALLY COMPLETED							
MILES COMPLETED			2.59	2.59	2.59	2.59	2.59
TOTAL ESTIMATED QUANTITIES (CONTRACT)			2,200	700	16,300	82,000	1,000
TOTAL QUANTITIES CORRECTED TO DATE			3,747.3	701	17,097	82,000	1,256.3
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			3,747.3	701	17,097	~~78,120~~ 78,120	1,256.3
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Dec. 22 SUNDAY	Showers			
Dec. 23 MONDAY	Overcast, Cold			
Dec. 24 TUESDAY	Cloudy, Cold			
Dec. 25 WEDNESDAY	Overcast			
Dec. 26 THURSDAY	Rain			
Dec. 27 FRIDAY	Cloudy			
Dec. 21 SATURDAY	Rain			

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

RECEIVED
DEC 30 1974
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Dec. 22 SUNDAY	No Activity
Dec. 23 MONDAY	No Activity
Dec. 24 TUESDAY	No Activity
Dec. 25 WEDNESDAY	No Activity
Dec. 26 THURSDAY	No Activity
Dec. 27 FRIDAY	No Activiyt
Dec. 21 SATURDAY	No Activity

REMARKS

Semi-final estimate submitted January 31, 1974

Final inspection made Nov. 27, 1974

Post semi-final estimate submitted Dec. 24, 1974

Final Weekly Report.

SIGNED Maurice D. Payne LOCATION Tigard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) Wash DC (HHO-32)

INTERMEDIATE AND FINAL INSPECTION REPORT

11-27-74

☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

(Check appropriate box)

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Clackamas	Oregon

IN COMPANY WITH
Roy Olson, Don Adams, M. D. Payne, OSHD; Ben Fox, Contractor

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.		
11-27-74	W. N. Bryant, Area Engineer	I-205-7(26)298		
QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %	
Satisfactory	Satisfactory	100	100	

GLADSTONE INTERCHANGE-WEST LINN INTERCHANGE
EAST PORTLAND FREEWAY
Roadside Improvement

All contract work, including that required during the establishment period, has been completed in reasonably close conformance with the approved plans and specifications, including approved changes except for placement of a few additional bearberry at the Park Place Interchange and the application of soil sterilant to the planted areas to control week infestation. In general, the landscape areas are in good shape and the overall appearance of the job is very good.

The final cost of the project is estimated to be approximately $374,000 or about 9.5 percent above the original bid amount of $341,590. There were no major significant overruns or underruns of the contract bid items.

Acceptance of the project subject to the satisfactory completion of the above mentioned work (should be completed by weeks end) is recommended.

NOTED
H.S. COULTER

Office of
Assistant State Highway Engineer

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7829

STATE COPY

MONTHLY-TRANSACTION NUMBER 3-43	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
MODIFICATION NUMBER 1	(PPM 21-7) 3-13-74	PROJECT NUMBER I-205-7(26)298

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 31, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 382,239	$ 407,070
Federal Funds	$ 352,690	$ 375,600
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and additional approved item.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of March, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E T Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. I-205-7(26)298

GLADSTONE INTERCHANGE-WEST LINN INTERCHANGE SECTION

EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, March 6, 1974

Revised Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 601+30 to Sta. 738+00)

Temporary Protection and Direction of Traffic	All	Required		$ 2,400.00
*Furnishing and Placing Topsoil	3,750	cu.yd.	5.25	19,687.50
Furnishing and Planting Trees	700	only	25.00	17,500.00
Furnishing and Planting Shrubs	16,300	only	5.60	91,280.00
Furnishing and Planting Vines	82,000	only	0.48	39,360.00
*Bark Mulch	1,256	unit	40.00	50,240.00
Sod Lawn	All	Required		54,000.00
Irrigation System	All	Required		85,500.00
PA 2 -- Revised Irrigation System	Lump	Sum		4,200.00
				$364,167.50

Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
Install Water Meter	All Required	2,000.00
Furnish Water	All Required	2,800.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
		$ 5,900.00
	Subtotal	$370,067.50
	10% Engr. & Cont.	37,002.50
	Total	$407,070.00

*Increase in bid item quantities.

Length of Project - - - 0.00 Mile

Federal Funds - - -

7827

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-20		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Clackamas
	10-31-72	PROJECT NO. I-205-7(26)298

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205 West Linn Interchange, N.E. 2.5 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-6-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$382,239	$352,690

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By E. J. Holach
[redacted] (Division Engineer)
for S. L. Green

Date executed by Division Engineer OCT 31 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-205-7(26)298

GLADSTONE INTERCHANGE-WEST LINN INTERCHANGE SECTION

EAST PORTLAND FREEWAY HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, October 19, 1972

Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 601+30 to Sta. 738+00)

Temporary Protection and Direction of Traffic	All Required		$ 2,400.00
Furnishing and Placing Topsoil	2,200 cu.yd.	5.25	11,550.00
Furnishing and Planting Trees	700 only	25.00	17,500.00
Furnishing and Planting Shrubs	16,300 only	5.60	91,280.00
Furnishing and Planting Vines	82,000 only	0.48	39,360.00
Bark Mulch	1,000 unit	40.00	40,000.00
Sod Lawn	All Required		54,000.00
Irrigation System	All Required		85,500.00
			$341,590.00

Flagging (60% of Contractor's Cost)	All Required	$ 200.00
Temporary Erosion Control	All Required	100.00
Install Water Meter	All Required	2,000.00
Furnish Water	All Required	2,800.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
		$ 5,900.00

Subtotal	$347,490.00
10% Engr. & Cont.	34,749.00
Total	$382,239.00

Length of Project - - - 0.00 Mile

Federal Funds - - -

7829

OREGON STATE HIGHWAY DIVISION

January 22, 1974

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon 97266

Attention: Ben Fox
EEO Officer

Re: Gladstone Interchange-West Linn Interchange
E. Portland Freeway
F.A. Proj. No. I-205-7(26)298
Contract No. 7829
Compliance Review

Gentlemen:

This is to inform you that as a result of the findings of the compliance review held in your office on May 15, 1973, your Company has been found in compliance with the contract EEO requirements.

Your efforts taken to assure equal employment opportunity, provide on-the-job training, and comply with the goals of the Portland Affirmative Action Plan have met the requirements of this contract.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:lb

bc: Glen L. Green
H. S. Coulter
Gene Huntley
L. W. Rulien
M. D. Payne

RECEIVED
JAN 22 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7829

Salem, Oregon

December 19, 1973

C. T. Keasey, Construction Engineer
B U I L D I N G

L. H. Young, Office Engineer

Request Contract Acceptance

Contract 7829, Work Completed November 30, 1973

Project Gladstone Intchge.-W. Linn Intchge.

Highway East Portland Freeway

County Clackamas

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

VG:pr

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7829

cc: Gen. (H.S Coulter), Region Wash DC

11-30-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

Semi-

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-30-73	W. N. Bryant, Area Engineer	I-205-7(26)298

IN COMPANY WITH
*See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100%	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

GLADSTONE INTERCHANGE-W. LINN INTERCHANGE SEC.
EAST PORTLAND FREEWAY
Roadside Improvement

All contract work, except that required during the establishment period, was completed in reasonably close conformance with approved plans and specifications including approved changes on November 30 at a final estimated cost of $390,000 or approximately 14 percent above the original bid amount of $341,590. Overruns and underruns will be discussed in the Final Inspection Report.

Project records indicate that all materials incorporated into the work were tested and/or inspected in accordance with specification requirements and found to be acceptable.

Project records also indicate the contractor fulfilled the EEO and training requirements of the contract in a timely and reasonable manner.

Acceptance of the project subject to satisfactory completion of work required during the establishment period is recommended.

RECEIVED
STATE HWY ENGR
DEC 12 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Stem | Act | File

COPY SENT
DEC 11 1973
REGIONAL OFFICE

12-12-73
Const.
CJ Young

NOTED
H.S. COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7829

(Coulter)

Region
Wash DC
C. Moefler

6-28-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ch

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6/28/73	W. N. Bryant, Area Engineer	I-205-7(26)298

IN COMPANY WITH
Maurice Payne, Resident Engineer

QUALITY OF WORK *	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	62 %	30 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

GLADSTONE INT.-WEST LINN INT. SECTION
EAST PORTLAND FREEWAY
Roadside Improvement
Stage Inspected: Lawn Construction

JUL 05 1973
REGIONAL OFFICE

1. Scope of Inspection

The purpose of this inspection was to determine, through both a field and office review, the adequacy, extent and effectiveness of the construction and inspection procedures being followed in the placement of sod lawn as well as to determine the adequacy of project records pertinent thereto.

2. Summary of Findings and Recommendations

The construction of the sod lawn including necessary and required soil preparation was found to have been constructed in reasonably close conformance with contract requirements and in a workmanlike manner. The special provisions for sod lawn construction states, "Normally, sod lawn construction shall be performed during the spring season, generally between February 1 and May 15 or the fall season, generally between August 1 and November 15. The work shall be performed only at times when local weather and other conditions are favorable to the preparation of the soil and placing of sod turf." The first part of this specification is considered to be too general and nebulous to be of value except as a general guide. Considering weather conditions usually experienced during the months of February and March, particularly in the Willamette Valley, and the fact that an irrigation system is usually installed in lawn areas it is suggested that the specified planting seasons for lawn construction be either eliminated or revised on future projects to include the full month of June when weather and temperature conditions are more conducive to good soil preparation and lawn construction.

On this project the contractor began placing the sod lawn on June 6 and completed the work on June 20. At the time of this inspection, after only one week of establishment, the lawn areas were found to be in very good condition with excellent growth apparent.

(more)

NOTED
H.S.COULTER

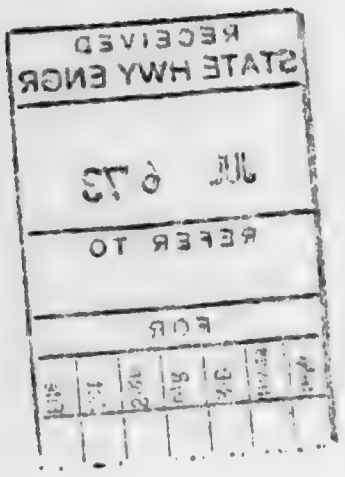
7-6-73
Conte.
cy for file

The special provisions also specifies that the establishment period for the sod lawn shall end after the elapse of two weeks after completion and acceptance of the lawn. It further states under preparation of areas that soil conditioner, lime and fertilizer (10 lbs per 1000 sq ft) shall be spread uniformly over the area and thoroughly rototilled into the soil to a depth of six inches and that a second application of fertilizer shall be applied at the rate of 10 lbs per 1000 sq ft and watered in thoroughly. Since the contractor is usually responsible for the establishment of other plantings in the same general area of the lawn as well as the irrigation system until such time as the project is complete and accepted it would appear appropriate that he also be responsible for the lawn area for the same period of time. In addition the application of the second amount of fertilizer so soon after placing of the sod lawn is unnecessary. It would appear more beneficial if the second application of fertilizer was made at a later time as conditions dictate. It is therefore recommended that consideration be given to increasing the establishment period for sod lawn construction accordingly.

3. General Comments

While the percent of time elapsed exceeds the percent of work completed by a substantial amount, the overall progress of the work is considered satisfactory since all contract work should be completed in its entirety by November 30, 1973, the specified completion date.

Project records indicate that all materials being incorporated into the work are in reasonably close conformance with specification requirements.



FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

Routing: Keasey, Bond, Jackmond, Hardt, Johnson, Walker, Peace, Glenn, Berg

RECEIVED
JUN 14 1973
CONSTRUCTION SECTION

DATE: June ~~13~~ 14, 1973

To: Mr. C. T. Keasey
Construction Engineer

FROM: D. H. Haller, Jr.
Regional Construction Engineer

SUBJECT: Illumination Parkplace Interchange

Gladstone Interchange -
West Linn Interchange Section
East Portland Freeway
Roadside Improvement
Contract No. 7829

The attached correspondence from the Resident Engineer, Aichele Landscaping, McCoy Electric Company, W. R. Grasle and Christenson Electric, Inc. all concern our attempt in negotiating a price to incorporate the illumination of Parkplace Interchange.

The State's estimate for this work was $18,300. Aichele has given us two prices from McCoy Electric at $27,443 or $31,943 containing Aicheles percentage; from Christenson Electric at $34,390 or $40,030 containing Aicheles percentage and advice from Grasle that the other two bids are competative and they would submit no bid.

These prices were considerably above our estimate and I request your advice on whether we should go ahead with the McCoy estimate or forget the whole thing and incorporate it into the Lake Road illumination contract.

6-14-73
Scott Coulter -
I recommend we wait and add this to the Lake Road Illumination contract to follow.
C T Keasey

DHH/bd
att
cc: M. D. Payne

RECEIVED
JUN 15 1973
Office of
Assistant State Highway Engineer

7829 - 1973

COMPLIANCE DATA REPORT

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. STATE: Oregon

2. [X] CONSTRUCTION [ ] NON-CONSTRUCTION

3. [ ] DIRECT FEDERAL [X] FEDERALLY ASSISTED

4. REVIEW REPORT NUMBER:

5. REVIEW AUTHORITY

[X] EXECUTIVE ORDER 11246 AS AMENDED [ ] SEC. 22(a) FED. HWY. ACT. 1968 [ ] CIVIL RIGHTS ACT 1964 AS AMENDED [ ] OTHER *(Specify)*

6. [ ] *PRE-AWARD REVIEW *(Not applicable to Federal-Aid Highway Projects)* [X] POST-AWARD REVIEW [ ] FOLLOW-UP REVIEW

7. [X] ON-SITE [X] HOME OFFICE

8. CONTRACT OR PROJECT NO.	9. CONTRACT VALUE	10.	11.	12. DATES OF REVIEW
OSHD 7829	341,590	[X] COMPREHENSIVE REVIEW	[ ] SPECIAL REVIEW	May 15, 1973

13. CONTRACTOR IDENTIFICATION *(Identify if Minority Enterprise)*: [X] PRIME [ ] SUB [ ] VENDOR [ ] SUPPLIER [ ] OTHER *(Specify)*

14a. NAME AND ADDRESS OF CONTRACTOR	15. NAME AND TITLE OF POLICY OFFICER	17. NAME AND TITLE OF EQUAL OPPORTUNITY EMPLOYMENT OFFICER.
Aichele Landscaping, Inc. 11360 SE Stevens Road Portland, Oregon 97266	Ben Fox, Vice-President	Ben Fox, Vice-President
14b. PROJECT ADDRESS IF DIFFERENT	**16. NAME AND TITLE OF PROJECT OFFICER**	**18. IS WRITTEN AFFIRMATIVE ACTION COMPLIANCE PROGRAM AVAILABLE?**
	Ben Fox	SEE ITEM 30H [X] YES [ ] NO

19. CONTRACT OR PROJECT PRODUCTION SCHEDULE	BEGINNING DATE	ESTIMATED COMPLETION DATE	ANTICIPATED PEAK EMPLOYMENT DATES
	1/10/73	11/30/73	10/73

20. DETERMINATION OF COMPLIANCE STATUS: [X] IN-COMPLIANCE [ ] IN-NON-COMPLIANCE [ ] SEE FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND AGREEMENT DETAILS PAGE 4 ITEM 31 AND 32

21. SUB-CONTRACTORS, VENDORS, SUPPLIERS, ETC. *(Name, Address, Total Employees, Percent Minorities) (Indicate if a Minority Enterprise)*

West Linn Garden Center, P. O. Box 42, West Linn, OR
Christenson Electric, Inc. (Minority Contractor), 11 NE Summer, Portland, OR

22. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

A. UNION TITLE OR IDENTIFICATION	B. UNION LOCAL NUMBER	C. DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS		D. DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS?		E. DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS?	
		YES	NO	YES	NO	YES	NO
None							

NOTED
H.S. COULTER

23. OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
State Employment Office	506 High Street, Oregon City, OR

24. ON-SITE CONSTRUCTION EMPLOYMENT

TABLE A

LINE NO.	JOB CATEGORIES	TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN		APPRENTICES		ON THE JOB TRAINEES	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1	OFFICIALS (MANAGERS)																
2	SUPERVISORS																
3	FOREMEN																
4	CLERICAL																
5	EQUIPMENT OPERATORS																
6	MECHANICS																
7	TRUCK DRIVERS																
8	IRONWORKERS																
9	CARPENTERS																
10	CEMENT MASONS													1			
11	ELECTRICIANS	3															
12	PIPEFITTERS, PLUMBERS																
13	PAINTERS															1	
14	LABORERS, SEMI-SKILLED	3															
15	LABORERS, UNSKILLED																
16																	
17																	
18																	
19																	
20																	
21	TOTAL													1		1	
22	TOTAL EMPLOYMENT FROM PREVIOUS REPORT (IF ANY)	6															

TABLE B

23	APPRENTICES																
24	ON THE JOB TRAINEES	1															

25. SUMMARIZE NEW HIRES FOR THE CURRENT MONTH INDICATING MINORITIES AND NON-MINORITES BY JOB CATEGORIES

No new hires

26. SUMMARY ANALYSIS OF EMPLOYMENT DATA

For the week ending April 27, 1973, the prime contractor had a total work force of three landscape laborers, one of which was a trainee, one subcontractor was active during this period with a work force of two journeyman electricians and one electrician apprentice. None were minorities.

27. CONTINUATION FROM PAGE 1-4 *(Show Item "No." Being Continued).* *IF ADDITIONAL SPACE IS REQUIRED, ATTACH SEPARATE SHEETS AND KEY ANSWERS TO ITEM NUMBERS*

FORM FHWA-86 (REV. 2-70)

EXISTING STOCKS OF FORM FHWA-86 (12-67) WILL NOT BE USED

30. SUMMARY, FINDINGS, CONCLUSIONS, RECOMMENDATIONS, AND AGREEMENTS

YES	NO	
X		A. ARE REQUIRED POSTERS CONSPICULOUSLY DISPLAYED?
X		B. HAVE REQUIRED WRITTEN NOTICES BEEN SENT TO UNIONS?
X		C. ARE RECRUITING PUBLICATIONS USED TO SHOW "AN EQUAL OPPORTUNITY EMPLOYER"?
X		D. ARE SUCH PUBLICATIONS CIRCULATED IN MINORITY ORIENTED COMMUNITIES?
X		E. HAS CERTIFICATION RE: USE OF NON-SEGREGATED FACILITIES BEEN MADE?
X		F. ARE SUCH FACILITIES IN EFFECT PROVIDED ON A NON-SEGREGATED BASIS?
X		G. HAVE OTHER REPORTS REQUIRED BY FEDERAL, STATE, MUNICIPAL, OR OTHER STATUTES, REGULATIONS, DIRECTIVES, ETC., BEEN SUBMITTED?
X		H. HAVE GOALS TARGETS AND OTHER CONDITIONS OF AFFIRMATIVE ACTION COMPLIANCE PROGRAMS BEEN IMPLEMENTED IN SATISFACTORY OR ACCEPTABLE MANNER?
X		I. HAVE COMPLIANCE OR OTHER REVIEWS MADE BY OTHER AGENCIES RESULTED IN A DETERMINATION OF COMPLIANCE?
X		J. ARE PRESCRIBED EQUAL EMPLOYMENT OPPORTUNITY CLAUSES INCLUDED IN ALL APPLICABLE PURCHASE ORDERS, SUB-CONTRACTS, AND COLLECTIVE BARGAINING UNION AGREEMENTS?
X		K. ARE APPLICATIONS FOR EMPLOYMENT ACCEPTED, AND ARE SELECTIONS IN EFFECT MADE, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX OR NATIONAL ORIGIN?
X		L. ARE TRANSFER, WAGE, TRAINING, MANPOWER DEVELOPMENT, PROMOTION AND OTHER EMPLOYMENT PRACTICES ACHIEVING EQUAL EMPLOYMENT RESULTS?

31. OTHER SIGNIFICANT OBSERVATIONS, COMMENTARY AND/OR DEFICIENCIES AND VIOLATIONS. *(SHOULD BE INDIVIDUALLY NUMBERED)*

Aichele Landscaping, Inc. is a small nonunion contractor. Their work force has been static since the start of the contract. The contractor has been aggressive in implementing their EEO Policy. Their Policy is effectively disseminated to all employees and supervisory personnel. The contractor has been successful in obtaining a minority subcontractor, Christenson Electric, Inc.

All existing employees were hired prior to the start of this contract. There has been no new hires.

32. RECOMMENDATIONS AND AGREEMENTS FOR CORRECTIVE ACTION AND TIME SCHEDULE *(INDIVIDUALLY NUMBERED)*

The contractor is considered to be in compliance with the EEO requirements of the contract. Continued surveilla of minority manpower utilization will continue.

33. REVIEWED BY (INCLUDE COMMENTARY MEMO IF NON-CONCURRENCE)	☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
	☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
	☐ C. DIVISION ENGINEER	☐ CONCUR	☐ DO NOT CONCUR	
34. CONDUCTED BY	☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE		
	☐ B. DIVISION OFFICE	SIGNATURE, TITLE AND DATE		

OSHD

Construction EEO Engineer

28. HOME OFFICE EMPLOYMENT DATA

LINE NO.	OCCUPATIONS (A)	MALE EMPLOYEES					FEMALE EMPLOYEES					TOTAL ALL EMPLOYEES (L)
		TOTAL MALES (B)	MINORITY GROUPS				TOTAL FEMALES (G)	MINORITY GROUPS				
			NEGRO (C)	ORIENTAL (D)	AMERICAN INDIAN (E)	SPANISH AMERICAN (F)		NEGRO (H)	ORIENTAL (I)	AMERICAN INDIAN (J)	SPANISH AMERICAN (K)	
1	OFFICIALS AND MANAGERS	1					1					2
2	PROFESSIONALS											
3	TECHNICIANS											
4	SALES WORKERS											
5	OFFICE AND CLERICAL	1										1
6	Foremen	1										1
7												
8												
9	Sub-total (White-collar)											
10	CRAFTSMEN *(Skilled)*											
11	OPERATIVES *(Semi-skilled)*											
12	LABORERS ~~(Unskilled)~~	7										7
13	SERVICE WORKERS											
14												
15												
16	Sub-total (Blue-collar)											
17	TOTAL	11										11
18	Total employment from previous report (if any)											
THE DATA BELOW SHALL ALSO BE INCLUDED IN THE FIGURES FOR THE APPROPRIATE OCCUPATIONAL CATEGORIES ABOVE)												
19	ON-THE-JOB TRAINEES	WHITE COLLAR										
20		PRODUCTION	1									1

29. SUMMARY ANALYSIS OR EMPLOYMENT AND TRAINING DATA

Home office statistics show a total of 11 employees. None are minorities.

The contract for this project contained the Portland Area Affirmative Action Special Provisions. The contractor certified his compliance with Part II of this plan.

The work force throughout the life of this contract has remained static.

7829

cc: OSHD (A E Johnson)
Region
Wash DC
C Hoefler

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cab

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

5-9-73

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	~~Clackamas~~	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-9-73	W. N. Bryant, Area Engineer	~~I-205-7(26)298~~ 1782 C

IN COMPANY WITH
M. Payne, Res Engr, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	50 %	14 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
MAY 24 1973
REGIONAL OFFICE

GLADSTONE INTERCHANGE-WEST LINN INTERCHANGE
EAST PORTLAND FREEWAY
Roadside Improvement

Phase Inspected: Irrigation System Installation

1. SCOPE OF INSPECTION

The purpose of this inspection was to perform a field review on construction operations and inspection procedures involved in the installation of the project irrigation system. The inspection included both a field review of the contractor's operations and an office review of project records pertinent to the phase being inspected.

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

The installation of the irrigation system was found to be progressing in a workmanlike manner in reasonably close conformance with contract specifications including authorized changes. The contractor was following sound construction procedures in performance of the work.

The State's inspection and project control on this phase of work was found to be in accordance with established procedures and resulted in adequate control and documentation to support the activities. No recommendations are offered and no corrective action is considered necessary since this phase of work was being completed in reasonably close conformance with specification requirements and established procedures. The overall results being obtained were considered satisfactory.

5-25-73 ernst of Ops

3. GENERAL COMMENTS

While the percent of time elapsed exceeds the percent of work completed by a substantial amount, the overall progress of the work is considered satisfactory since ample time remains to complete the work within the time frame specified. All contract work except plantings should be completed prior to the beginning of the full planting season. All

(more)

FORM PR-33B
(REV. 5-70)
PREVIOUS EDITIONS WILL BE USED

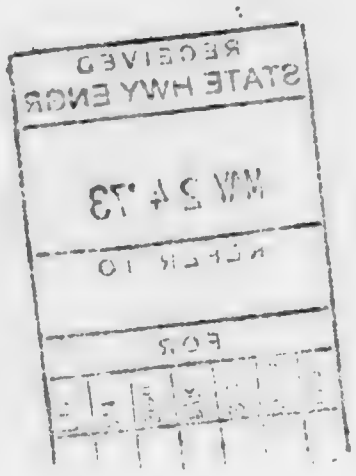
NOTED
H.S.COULTER

plantings should be in place by the end of the fall planting season which is generally considered to be the end of November which is the specified contract completion data (November 30, 1973).

The contractor plans to begin construction of the sod lawn next week. The specifications indicate that lawn construction shall be performed during the spring season, generally between February 1 and May 15 or the fall season, generally between August 1 and November 15. They further indicate that this work shall be performed only at times when weather and other conditions are favorable to the preparation of the soil and placing of sod turf. Since the lawn areas include an irrigation system the placement of the sod lawn after the May 15 date is considered acceptable provided the irrigation system is in place and operational.

Project records indicate that all materials being incorporated into the work are in reasonably close conformance with specification requirements.

The project EEO files were not reviewed during the inspection because an in-depth EEO review is scheduled for next week, the results of which will be covered in a separate report.



7829

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 1, 1973

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

Attention: Ben Fox
EEO Officer

Re: Gladstone Interchange-West Linn Interchange
East Portland Freeway
F.A. Proj. No. I-205-7(26)298
Contract No. 7829
EEO Compliance Review

Gentlemen:

To confirm my April 30, 1973 conversation with you, an equal employment opportunity compliance review of your Organization will be held on May 15, 1973. This review will be held at 10:00 AM in the office of Robert A. Lundgren, Secretary, at 405 N.E. Division, Gresham, Oregon and will be conducted by the Oregon State Highway Division. Representatives from the Federal Highway Administration will also attend this review.

You and other Company officials who contribute to the Company's equal employment opportunity policy are expected to attend. Personnel in your Organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of all subcontractors will not be required to attend - only those currently working on the project, if any. Current employment statistics for each subcontractor should be available, however.

In order to conserve time, you should have the following information available prior to the review:

1. Copies of all labor agreements.
2. All documentation of your contacts with labor organizations or other employment sources, particularly regarding obtaining minority employees.
3. List of all subcontractors and sub-subcontractors with subcontracts in excess of $10,000.00.
4. List of all material suppliers furnishing materials in excess of $10,000.00, including those of subcontractors.

NOTED
H.S.COULTER

5. Employment statistics for a current workweek. In order to coordinate this data with that of your subcontractors, it is recommended that the employment for the workweek ending April 27, 1973 be shown. These are to be broken down to indicate:
   (a) Employment for this project only.
   (b) Total employment of your firm (Home office employment) on all work, both Federal-aid and non-Federal-aid for this workweek.
   Racial identification of each employee must be shown.
6. A list of all employees hired since award of this contract showing:
   (a) Employee's name.
   (b) Racial identification.
   (c) Job classification and craft.
   (d) Wage rate paid.
   (e) Date hired.

   This project contains the "Portland Hometown Plan" Special Provisions and this will be the first compliance review to be held on this project. It will therefore be necessary to determine which of the "new hires" indicated on the monthly Optional Form 66 reports were in fact "new hires" and which were "permanent" employees transferred from other projects to work on this project.
7. A list of all construction work (both Federal and non-Federal) in which you are a part in any capacity in Clackamas, Multnomah and Washington Counties, Oregon.

For your information, we are attaching copies of the following:
   (a) Interim Construction Contract Equal Opportunity Compliance Procedures, I.M. 40-2-72.
   (b) Compliance Data Report, Form FHWA-86.

It is anticipated that it will require 2 to 3 hours to review your records and review your compliance with employee of the EEO contract requirements. This will be followed by an inspection of the project and employee interviews.

If you have any questions, please feel free to contact us.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: Glen L. Green (2)
H. S. Coulter
Gene Huntley
L. W. Rulien
Maurice Payne

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

7829

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration

DATE April 30, 1973

Federal-aid Project No. I-205-7(26)298

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7829 Extra Work Order No. 3

Project Gladstone Interchange - West Linn Interchange

Highway East Portland Freeway

County Clackamas

This order covers the cost of removing a building, grading the slopes, extending right-of-way fencing and installing a conduit. The building to be removed under this order is within the contractor's work area and must be removed and site grading performed to allow completion of the planned landscaping. A conduit will be installed across the "CA" line in the vicinity of the Abernethy Council Tree which will be used to provide access for the electrical wiring required for the sprinkler system installed at this location.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer April 24, 1973.

Your approval as of April 24, 1973 is requested.

Attach.

BMW:dqk

7829

5

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Gladstone Int.- West Linn Int.	WEEK ENDING: Apr. 20, 1973
		SECTION PREFIX: 603-1009
	HIGHWAY: East PortlandFreeway	COUNTY: Clackamas
NAME OF JOB: Gladstone Int.-West Linn Int. Sec.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7829	FEDERAL AID PROJECT NUMBER: I-205-7(26)298
DATE OF CONTRACT: Oct. 4, 1972	DATE WORK STARTED: Jan. 8, 1973	ESTIMATED COMPLETION DATE: Nov. 30, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 9 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Nov. 30, 1973	PERCENT OF TIME ELAPSED: 46%
PROJECT AUTHORIZATION: $394,401.15	ENGINEERING AUTHORIZATION: $31,274.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 8
EXCLUSIVE OF ENGINEERING: $363,127.05	ENGINEERING COST TO DATE: $2,616.04	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 8
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $363,127.05		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 8 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~BASE~~ Topsoil 100%	~~OIL AND/OR PAVE~~ Trees	~~MISCELLANEOUS~~ Shrubs	Vines	Mulch
			GRADING	SURFACING	~~MISCELLANEOUS~~ MATERIALS	~~CHIP SEAL~~ MACADAM	PAVING
MILES IN PROJECT			2.59	2.59	2.59	2.59	2.59
MILES PARTIALLY COMPLETED							
MILES COMPLETED			2.59				
TOTAL ESTIMATED QUANTITIES (CONTRACT)			2,200	700	16,300	82,000	1,000
TOTAL QUANTITIES CORRECTED TO DATE			2,200	700	16,300	82,000	1,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			2,563				
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Apr. 15 SUNDAY	Rain			
Apr. 16 MONDAY	Rain			
Apr. 17 TUESDAY	Cloudy/Rain Shwrs			B E
Apr. 18 WEDNESDAY	Rain Showers			A
Apr. 19 THURSDAY	Overcast			
Apr. 20 FRIDAY	Cloudy			
Apr. 14 SATURDAY	Cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Apr. 15 SUNDAY	No Activity
Apr. 16 MONDAY	Contractor flushed out lateral lines and applied the required 15 min. pressure check. There were no visible leaks, this at L-1, #58 & #60. Electrical contractor installed conduit and gutter for controlers at A line Lt. Ore. City Int.
Apr. 17 TUESDAY	Installing sprinkler heads at L-1, and areas #56 & #60. Connecting electrical wires to control panels at A line Lt. Ore. City Int.
Apr. 18 WEDNESDAY	Electrical contractor installed plastic & steel conduit in ditch at BK line, Rt. D line Park Pl. Int.
Apr. 19 THURSDAY	Electrical contractor installed meter base, ground rod and control box on pole #152h, lt. Ln Gladstone Int.
Apr. 20 FRIDAY	Contractor cleaning out ditches and im talling pipe at Oregon City Int.
Apr. 14 SATURDAY	No Activity

REMARKS

Continue work on irrigation system, and electrical system.

SIGNED Maurice D. Payne LOCATION Tigard, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

7289

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Gladstone Int.- West Linn Int.	WEEK ENDING: April 13, 1973
		SECTION PREFIX: 603-1024
	HIGHWAY: East Portland Freeway	COUNTY: Clackamas
NAME OF JOB: Gladstone Int.-West Linn Int. Sec.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7829	FEDERAL AID PROJECT NUMBER: I-205-7 (26) 298
DATE OF CONTRACT: Oct. 4, 1972	DATE WORK STARTED: Jan. 8, 1973	ESTIMATED COMPLETION DATE: Nov. 30, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Nov. 30, 1973	PERCENT OF TIME ELAPSED: 14%
PROJECT AUTHORIZATION: $394,401.15		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 8
EXCLUSIVE OF ENGINEERING: $363,127.05	ENGINEERING AUTHORIZATION: $31,274.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $363,127.05	ENGINEERING COST TO DATE: $ 2,404.77	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 8
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 8 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	Topsoil	Trees	Shrubs	Vines	Mulch
				100%				
MILES IN PROJECT				2.59	2.59	2.59	2.59	2.59
MILES PARTIALLY COMPLETED								
MILES COMPLETED				2.59				
TOTAL ESTIMATED QUANTITIES (CONTRACT)				2,200	700	16,300	82,000	1,000
TOTAL QUANTITIES CORRECTED TO DATE				2,200	700	16,300	82,000	1,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				2,563				
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

1-190 Tractor, 1-Ditch Witch, 1-Small Loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Apr. 8 SUNDAY	High Overcast			
Apr. 9 MONDAY	Cloudy, Warm			
Apr. 10 TUESDAY	Clear			
Apr. 11 WEDNESDAY	Cloudy, Warm			
Apr. 12 THURSDAY	Overcast			
Apr. 13 FRIDAY	Overcast			
Apr. 7 SATURDAY	Clear, Windy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Apr. 8 SUNDAY	
Apr. 9 MONDAY	Contractor continued work on wires for section control valves. Wires were bundled and taped in ten foot lengths. All splices were made with Scotchlok #3577. Ditch along the curb L line Rt. Ore. City Int. was dug Laid out sprinkler leads in contour area, Rt. of L line, Oregon City Int.
Apr. 10 TUESDAY	One laborer continued spreading compost Ls line Rt. and C line Rt. Park Place Int. Trenches for electrical conduit were dug at pole 1524, Ln Lt., Park Pl. Int. Started digging ditches for lateral lines Rt. L line Ore. City Int. Backfilled main line Lt. L line Ore. City Int. finished wireing the electrical control valves.
Apr. 11 WEDNESDAY	Contractor continued working on lateral lines at L-1 and Landscape areas 56,50. Also some cultivation and compost spreading in areas L-2,#65. Installed sqing joint assembly for leads in areas #56 & #60. Laborer cleaned out ditch at BK line. for conduit. Installed meters and wires. Hauled compost material to area No. 8.
Apr. 12 THURSDAY	Installed conduit from pole #1524, Ln Lt. Park Pl. Continued work on lateral lines at L-1, & #56 & #60. All swing joints were installed in this area. Also backfilled some main line Rt. L Line Or. City Int. Cultivated areas #33, 34, 35, 37, 38, 39, 40, 41 and 47.
Apr. 13 FRIDAY	
Apr. 7 SATURDAY	Continued spreading compost at contour areas Gladstone Int., D & Ls lines and between C & E. Continued water line check, no visible leaks

REMARKS

Will continue spreading compost and mulching landscape areas.
continue working on sprinkler system.

SIGNED L. D. Payne LOCATION Tigard, Oregon

Maurice D. Payne

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7829

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Gladstone Int.-West Linn Int.	SECTION: Gladstone Int.- West Linn Inc.t
CONTRACTOR: Aichele Landscaping, Inc.	HIGHWAY: East Portland Freeway
DATE OF CONTRACT: Oct. 4, 1972	KIND OF WORK: Roadside Improvement
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	CONTRACT NUMBER: 7829
PROJECT AUTHORIZATION: $394,401.15	DATE WORK STARTED: Jan. 8, 1973
EXCLUSIVE OF ENGINEERING: $363,127.05	SPECIFIED WORK DAYS
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $363,127.05	SPECIFIED CALENDAR DAYS
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	SPECIFIED COMPLETION DATE: Nov. 30, 1973
	ENGINEERING AUTHORIZATION: $31,274.10
	ENGINEERING COST TO DATE: $ 2,010.
	PERCENT OF AUTHORIZATION: 6 %

WEEK ENDING: March 30, 1973	
SECTION PREFIX: 603-102L	
COUNTY: Clackamas	
FEDERAL AID PROJECT NUMBER: I-205-7(26)298	
ESTIMATED COMPLETION DATE: Nov. 30, 1973	
WORK DAYS USED	
CALENDAR DAYS USED	
PERCENT OF TIME ELAPSED: 41	
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 9	
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 9	
DATE PROJECT WAS COMPLETED:	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	Topsoil	Trees	Shrubs	Vines	Mulch
MILES IN PROJECT			2.59	2.59	2.59	2.59	2.59
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			2,200	700	16,300	82,000	1,000
TOTAL QUANTITIES CORRECTED TO DATE			2,200	700	16,300	82,000	1,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			2,563				
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Mar. 25 SUNDAY	Cloudy/Showers			
Mar. 26 MONDAY	Rain/Hail			
Mar. 27 TUESDAY	Showers			
Mar. 28 WEDNESDAY	Clearing			
Mar. 29 THURSDAY	Overcast			
Mar. 30 FRIDAY	Overcast			
Mar. 24 SATURDAY	Clear			

RECEIVED APR 2 1973 CONSTRUCTION Section

Page E
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Mar. 25 SUNDAY	No Activity
Mar. 26 MONDAY	Contractor cleaned out some existing ditches, installed section control valves in Ore. City Int.
Mar. 27 TUESDAY	[redacted] Contractor cleaning out ditches at Ore. City Int. Started installing the quick coupling hose valve assemblies.
Mar. 28 WEDNESDAY	Contractor cleaning out ditches at Ore. City Int. Finished installing the quick coupling hose valve assemblies Applied water pressure to the main lines, held pressure.
Mar. 29 THURSDAY	Contractor installed electric section control valves at 99E. Laborer cleaning out ditches, Ore. City Int. area.
Mar. 30 FRIDAY	Working on irrigation system, running pressure checks on main line.
Mar. 24 SATURDAY	No Activity

REMARKS

Continue work on irrigation system.

SIGNED Maurice D. Taylor LOCATION Tigard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

7637

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FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Gladstone Int. - West Linn Int.		WEEK ENDING: Mar. 23, 1973
HIGHWAY: East Portland Freeway		SECTION PREFIX: 603-1024
NAME OF JOB: Gladstone Int. - West Linn Int.	KIND OF WORK: Roadside Improvement	COUNTY: Clackamas
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7829	FEDERAL AID PROJECT NUMBER: I-205-7 (26) 298
DATE OF CONTRACT: Oct. 4, 1972	DATE WORK STARTED: Jan. 8, 1973	ESTIMATED COMPLETION DATE: Nov. 30, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $394,401.15	SPECIFIED COMPLETION DATE: Nov. 30, 1973	PERCENT OF TIME ELAPSED: 39%
EXCLUSIVE OF ENGINEERING: $363,127.05	ENGINEERING AUTHORIZATION: $31,274.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 9
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $363,127.05	ENGINEERING COST TO DATE: $1,345.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 9
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 4 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	[illegible] Topsoil	[illegible] Trees	[illegible] Shrubs	Vines	Mulch
MILES IN PROJECT				2.59	2.59	2.59	2.59	2.59
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				2,200	700	16,300	82,000	1,000
TOTAL QUANTITIES CORRECTED TO DATE				2,200	700	16,300	82,000	1,000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				2,563				
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Mar. 18 SUNDAY	Overcast			
Mar. 19 MONDAY	Overcast/Shwrs			
Mar. 20 TUESDAY	Showers			
Mar. 21 WEDNESDAY	Clear			
Mar. 22 THURSDAY	Partial Clear'g			
Mar. 23 FRIDAY	Clear			
Mar. 17 SATURDAY	Overcast			

Keasey Bond Jackmond Hardt Johnsen Walker Fouring Pease Glenn Berg

RECEIVED
MAR 26 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Mar. 18 SUNDAY	No Activity
Mar. 19 MONDAY	No Activity
Mar. 20 TUESDAY	No Activity
Mar. 21 WEDNESDAY	No Activity
Mar. 22 THURSDAY	No Activity
Mar. 23 FRIDAY	No Activity
Mar. 17 SATURDAY	No Activity

REMARKS

Next Week: No work scheduled by contractor until approx. April 1, 1973

SIGNED Maurice D. Payne LOCATION Oregon City, Ore.

Maurice D. Payne, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F218

3-22-73

Richie Landscaping INC
11366 SE Stevens Rd.
Portland, Oregon 97266 phone 654-8816

7829

	Contract #	1 Payments to date	2 Payments in process	3 Amt to Complete	4 Orig Cont. Amt.
2	7829	1306996	[illegible]	3285524	3415900
4	7802	1804931	—	1756966	3561897
6	7796	3518891	—	653409	1035000
8	7789	8159354	1639571	462575	9715500
10	7734	6375855	—	1135145	7511000

file
complete
#7789

7829

OREGON STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
JAN 31 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 31, 1973

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

Attention: Ben Fox

RECEIVED
A. E. Johnson

Re: Gladstone Interchange-West Linn
Interchange Section
East Portland Freeway
F.A. Proj. No. I-205-7(26)298
Contract No. 7829
On-The-Job Training

Gentlemen:

Your training program for the Landscape Laborer to be furnished on this job is approved.

You are reminded that the trainee is to receive a copy of the approved program. Upon completion of training, or upon termination for any reason, the trainee is to be provided with a certification of length and type of training satisfactorily completed.

The State will participate in your training costs as specified in the contract.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M D Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: A. E. Johnson
Gene Huntley
L. W. Rulien/att.
M. D. Payne/att.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7829

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 23, 1973

In reply refer to: 10-35-DA/
961

FROM : G. L. Green, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JAN 29 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Oregon Project I-205-7(26)298
Gladstone Interchange-West Linn Interchange Section
Contract No. 7829
On-the-Job Training

Your January 19, 1973 letter submitted training proposal for one laborer. The proposed training program for the laborer meets the requirements of the training special provisions under FHWA Order Interim 7-2(3) and is approved.

cy Ernest Huntley 1-29-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JAN 13 73

FOR FILING

OREGON STATE HIGHWAY DIVISION

7829

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 15, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-205-7(26)298

FROM L. H. Young
Programing Engineer

SUBJECT Notification Contract Work Started

Contract 7829, Work Started January 9, 1973

Project Gladstone Intchge.-W. Linn Intchge

Highway East Portland Freeway

County Clackamas

G. L. Green
Division Engineer

VG:pr

FILED
FOR FILING

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7829

HIGHWAY BUILDING • SALEM, OREGON • 97310

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

January 8, 1973

Attention: Ben Fox

Re: Gladstone Interchange-West Linn
Interchange Section
East Portland Freeway
F.A. Proj. No. I-205-7(26)298
Contract No. 7829
On-The-Job Training

Gentlemen:

Your letter of December 12, 1972 contains the proposed training program for the Landscape Laborer you are to furnish on this project. We are returning the program for additional required information. Under Item 2a, b & c, would you please indicate the approximate number of hours training for each item.

Please return this requested information by January 22, 1973, as the State participation in any of your training costs cannot be made until Federal Highway Administration approval of your training program is received.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M D Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Enclosure

bc: A. E. Johnson
Gene Huntley
L. W. Rulien
M. D. Payne

RECEIVED
JAN 9 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7829

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 6, 1972

Alchele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

Attention: Ben Fox

Re: Gladstone Interchange-West
Linn Interchange Section
East Portland Freeway
F.A. Project No. I-205-7(26)298
Contract No. 7829
On-The-Job Training

Gentlemen:

You have not submitted your proposed training program for the Landscape Laborer you are to furnish on this project.

At your October 25, 1972 preconstruction conference, you stated that this program would be submitted within 30 days. We have not yet received it. You are reminded that State participation in any of your training costs cannot be made until Federal Highway Administration approval of your training programs is received. Delay in project estimates can also result for failure to provide required reports and records. Please give this matter your prompt attention. If I can be of any service to you, feel free to contact me.

Please notify me when we can expect receipt of your training programs.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: A. E. Johnson
Gene Huntley
L. W. Rulien
M. D. Payne

RECEIVED
DEC 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

yellow

7829

November 9, 1971

Atlas Landscaping, Inc.
[illegible] S. E. Lawnae Road
Portland, Oregon 97266

Gentlemen

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7829 for roadside improvement on the Gladstone Interchange West Linn Interchange Section of the East Portland Freeway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc [illegible] Pacific Insurance Co.
Suite 600
720 S. W. Washington
Portland, Oregon 97205

United Pacific Insurance Co.
Fidelity Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Kenney
Walt Hart
L. H. Young
Attn Vince Gallagher
L. W. Lulion
M. D. Payne
Roy Olson

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1972

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

Attention: Mr. Ben Fox

Re: Gladstone Interchange-West Linn
Interchange Section
East Portland Freeway
F.A. Proj. No. I-205-7(26)298
Contract No. 7829
On-The-Job Training

Gentlemen:

This is to confirm my verbal approval of your proposal to provide training in the Landscape Laborers craft. This approval was given at our meeting in Mr. Payne's office on October 25, 1972. With this approval, you were notified you could commence work under the contract.

At that time, you agreed to furnish your proposed training program for this trainee within 30 days.

You are again reminded that the purpose of the training provisions is to train and upgrade workers, particularly those of minority races, to full journeyman status. Your program should, therefore, be of sufficient length and provide the variety of training necessary to accomplish this goal. Training for a token period of time will not be acceptable and should be provided for as long as work in that craft is available. It need not be confined to the duration of this project.

Your program must contain the following information:

1. Approximate starting date of trainee.
2. Length and type of training to be provided.
3. Training to be provided by subcontractors, if any.

RECEIVED
NOV 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
bc: Glen L. Green
A. E. Johnson
Gene Huntley
L. W. Rullen
Maurice Payne

RECEIVED
OCT 11 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7829

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 10, 1972

TO G. L. Green, Acting Division Engineer
~~Area Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of October 3, 1972, is requested in the award of contract for the Gladstone Interchange-West Linn Interchange Section, Project No. I-205-7(26)298.

The contractor receiving the award is Aichele Landscaping Inc., in the amount $341,590.00 with Contract No. 7829 assigned. This bid was received on September 28, 1972, and was awarded October 4, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Administration endorsement.

Date _____

I concur in the award.

G. L. Green
Acting Division Engineer

5

RECEIVED
OCT 6 - 1972

7829

October 5, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen

The State Highway Commission on October 4, 1972, accepted your proposal on the Gladstone Interchange-West Linn Interchange Section of the East Portland Freeway in Clackamas County for the sum of $341,390 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7829.

You are reminded of the requirements included in the EEO Special Provisions for On-The-Job Training . The fourth paragraph of the Special Provision requires that you must receive approval of ". . . . the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
Walt Hart
L. W. Rulien
M. D. Payne
Roy Olson
L. H. Young
Attn: Vince Gallagher
William Geibel (SAIF)

RECEIVED
[illegible]-1972

FOR FILING
FORM 6-90 (REV. 10-69)

7829

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1972

SUBJECT: Portland Area Affirmative Action Plan
Project No. 2
Section: Gladstone Interchange - West Linn Interchange

To: L. H. Young
Programing Engineer

The Part I certification and/or affirmative action plan submitted by Aichele Landscaping, Inc. of Portland, Oregon with the bid proposal for the subject project at the Sept. 28 bid letting has been reviewed and is:

X approved and award of contract recommended.

_____ not acceptable for the following reasons:

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

NOTED
E. S. HUNTER

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Cecil Head

RECEIVED
SEP 29 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

AP-0A0A29 224

U.S. DEPARTMENT OF TRANSPORTATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-12-12

FOR FILING

I-205-7(26)298

STATE PROJECT NO.
GLADSTONE INTERCHANGE - WEST LINN INTERCHANGE.

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-722

COUNTY NAME
CLACKAMAS

PROGRAM STAGE (Check)
[ ] 1 [X] 2

RECEIVED
STATE HWY ENGR
SEP 14 '72
REFER TO
FOR

TO:

7829

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
SEPTEMBER 6, 1972	SEPTEMBER 6, 1972	INTERSTATE ROUTE 205
		STATE ROUTE NUMBER: EAST PORTLAND FREEWAY #64

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $200; TEMPORARY EROSION CONTROL $100; ON THE JOB TRAINING $800; INSTALL WATER METER $2000 AND FURNISH WATER $2800 AS SHOWN IN YOUR ESTIMTE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $200; TEMPORARY EROSION CONTROL $100; ON THE JOB TRAINING $800; INSTALL WATER METER $2000; FURNISH WATER $2800

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S SEPTEMBER 1, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS HAVE BEEN REVIEWED FOR THE SUBJECT PROJECT AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

9-14-72

Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-72	G L Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-69) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
FOR FILING

7810

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO: G. L. Green, Acting Division Engineer ~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE: September 1, 1972

FROM: George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT: P.S. & E. Authorization Request

Complete P.S. & E. documents have been submitted to your department for the following Federal-aid Projects and, accordingly, we are requesting your authorization to advertise for bids to be received on September 28, 1972.

I-205-7(25)306	S.E. 92nd Ave. O'xing & Phillips Cr. (82nd Ave.) Section
I-205-7(26)298	Gladstone Int.-West Linn Int. Section
FR-273(1)	Big Creek Bridge Section
FRFO-253(1)	N. Fk. Dam--Bull Creek Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the attached utility-railroad status report.

DAR:bb
Attach.

TRANSACTION NUMBER 8-49

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-17-72

BY (Signature): MR. YOUNG'S AUGUST 15, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 722 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
722	I-205-7(26)298	0.0	430,000	396,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
GLADSTONE INTERCHANGE - WEST LINN INTERCHANGE CLACKAMAS COUNTY	LANDSCAPING

8-22-72

Young

RECEIVED
STATE HWY ENGR
AUG 18'72
REFER TO
FOR
Info | ves | R/D | D/R | ision | tet | File

REMARKS (Division)

FOR FILING 7829

8-17-72

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 8-17-72	SIGNATURE AND TITLE ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
AUG 14 1972
FOR FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7829

TO G. L. Green, Acting Division Engineer
~~M. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE August 15, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project I-205-7(26)298

We are submitting program data for one Interstate project, Item No. 722, Project No. I-205-7(26)298, "Gladstone Interchange-West Linn Interchange Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on September 28, 1972.

Clearinghouse Review (IM 50-1-70), Public Hearings and Location/Design Approval (PPM 20-8) requirements were complied with under the initial construction projects, No. I-205-7(10) and (14) based on FHWA concurrence in Memorandum of January 28, 1971, that the design approval for the construction of this section included roadside improvement along the section even though accomplished later under a separate contract.

Environmental statement (PPM 90-1) requirements are not applicable as design approval was granted prior to January 1, 1970.

Enc.

JG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FED

8-15-72

| CARD | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

72

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	25,000	63,000	92	10	Oregon	35	042	722

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					I-	205-7	(26)	298	

COUNTY NAME: Clackamas — CODE: 005

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-205	64	I-205

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Landscaping consisting of furnishing & placing topsoil, furnishing & planting trees, shrubs, vines and sod lawn, installation of an auto. irrigation system & incidental work (e.g. fertilizing, mulching, etc.) common to this type of project. ROW-215' min.; Access control-full; parking restrictions-complete.
0.0	430,000	396,700	33,300		
0.0	430,000	396,700	33,300		

REMARKS

Additional Data: Items 517 & 601; projects I-205-7(10)& (14) respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

GLADSTONE INTCHGE.-WEST LINN INTCHGE, SECTION

PROJECT NO. I-205-7(26)298

REMARKS - continued

Information for PR 37-B: ROW -1; ROW - F; Sanitary Facilities - N.

Project Data: The work under this project consists of furnishing and placing topsoil, furnishing and planting trees, shrubs, vines and sod lawn, installation of an automatic irrigation system and incidental work (e.g., fertilizing, mulching, etc.) common to this type of project and involves not only the linear landscaping for this section, but also the landscaping of the Gladstone, Parkplace and Oregon City Interchanges and the northerly portion of the West Linn Interchange not accomplished under Project I-205-7(18)298.

Clearinghouse Review (IM 50-1-70), Public Hearings and Design Approval (PPM 20-8): FHWA concurred in Memorandum of January 28, 1971, that the design approval for the construction of this section included roadside improvement along the section even though accomplished later under a separate contract. Therefore, the requirements of IM 50-1-70 and PPM 20-8 for this section were complied with under Projects I-205-7(10) and (14).

Environmental Statement: Not required under the provisions of PPM 90-1, as design approval of the total project was granted prior to January 1, 1970.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

7830 Big Creek Br. Sec. of FAS 756 1972
east of Astoria
(Riprap and bridge repair)

C & A 4536 1-16-70

C & A 4623

Ertas
Clatsop

Robert W. Straub

January 23, 1975

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

Re: ER-273(1)
January 1972 Storm Damage
Big Creek Bridge Section, FAS 756
Clatsop County

Dear Mr. Dooley:

I was recently informed that Clatsop County has been reimbursed twice for the temporary repairs the County made on the subject structure. One warrant was sent to you near the end of April 1973, and the other around the beginning of December 1973. Each warrant was in the amount of $6,790.58.

Would you please return the overpayment of $6,790.58 to the Oregon State Highway Division.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:scr

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

A22 (REV. 9-72)

FISCAL YEAR 73-74

OREGON STATE HIGHWAY DIVISION

DISBURSEMENT VOUCHER

WARRANT NO. 19631

	VOUCHER DATE	TOTAL AMOUNT
Clatsop County Courthouse Astoria, Oregon 97103	11-26-73	$ 6,790.58

ER-273 (1); FAS 756 sg	$

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.438

CHECKED - Acctg. Control

Salem, Oreg. NOV 21 1973, 19___

STATE OF OREGON

To Clatsop County
County Courthouse, Astoria, OR-97103, Dr.

Project ER-273(1); FAS 756 Highway Comm. Agreement No.____

Contractor Bergerson Enterprises Contract No. 467

Ry. Company's Agreement No.____ Estimate No. 1 (final)

Period Covered Jan 1, 1972, through Mar 7, 1972

Item	Total Amount to Date	Previous Amount	Present Amount
			6,790.58
Cost Summary dated 11/14/73	6,790.58		
1st payment made April 1973			

COST SUMMARY

F.A. Project No. ER-273(1) County Clatsop

FAS Route No. 756 Date 11/14/73

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
6138	County Payroll, January, 1972	$ 87.67
—	County Equipment Rental, January, 1972	
	Flatbed truck - 8 hrs.@ $2.90	23.20
	Completed January 13, 1972	110 .87
	PERMANENT WORK	
6162	Bergerson Enterprises	
	Furnish and drive 4 "H" piling	$6,679.71
	Completed March 7, 1972	
	Total	$6,790.58

RECEIVED
COUNTY & CITY SECTION
NOV 16 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
NOV 20 1973
Contract Acctg.

Contract Agreement

THIS AGREEMENT, made and entered into, in quadruplicate, this 23th day of FEBRUARY 19 72 by and between the County of Clatsop, in the State of Oregon, hereinafter called the County, by the County Court of said County, party of the first part, and [illegible] (Give name of contractor), doing business a ..... (State whether a corporation, a partnership or an individual) at 3391 IRVING AVE., ASTORIA, OREGON (Give contractor's recognized address)

and having interested in it as copartners or as president, treasurer and manager, the following individuals:

Name	Address
DARYL BERGERSON, OWNER	3391 IRVING AVE., ASTORIA, OREGON

hereinafter called the contractor, party of the second part.

WITNESSETH: That the said contractor, in consideration of the sums to be paid to him by said County in the manner and at the times hereinafter provided, and of the other covenants and agreements herein contained or made a part hereof, hereby agrees for himself, his heirs, administrators, successors and assigns, to perform and to complete the work hereinafter described, furnishing the necessary machinery, tools, apparatus, materials and labor, and doing all things in connection therewith in accordance with the plans, specifications and provisions herein referred to or hereto appended, and in accordance with such modifications of the same and directions as may from time to time be made or given by the County Engineer:

PLANS, SPECIFICATIONS AND PROVISIONS:

The plans in accordance with which the work is to be performed shall be understood to consist of all drawings or reproductions of drawings, made or to be made, pertaining to the work to be performed under the contract or to any feature connected therewith.

The specifications and general provisions in accordance with which the work is to be performed shall be the General Specifications, Clatsop County, attached hereto, except as those specifications and general provisions are qualified and supplemented by the special provisions hereto appended.

CONTRACT DOCUMENT:

The documents comprising this contract consist of this contract agreement, the appended special provisions and schedule of contract prices, the specifications and the plans attached hereto. All of the above mentioned documents shall have the same force and effect as though all of the same were fully inserted herein.

PAYMENTS:

In consideration of the faithful performance of the work herein embraced in complete accordance with the provisions hereof, the said County agrees to pay to the said contractor the amount due him, computed in accordance with the provisions hereof, from the quantities of work actually performed and the unit prices named in the appended schedule of contract prices, and to make such payments in the manner and at the times stated in the general provisions which are a part hereof.

IN WITNESS WHEREOF, the said County, by its County Court, executes this contract, and the said contractor does sign and seal the same as of the day and year in this contract first above mentioned.

COUNTY COURT OF CLATSOP COUNTY,

By [signature] As County Judge

[signature] As County Commissioner

[signature] As County Commissioner

Party of the First Part

ATTEST:

[signature] As County Clerk

APPROVED

[signature] As County Engineer

In the presence of:

[signature]

[signature]

[signature]

[signature]

[signature]

Party of the Second Part

TRIPLICATE

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

SPECIFICATIONS - TEMPORARY REPAIRS TO BRIDGE - HILLCREST ROAD

General Intent:

It is the intent of Clatsop County to repair the concrete bridge on the Hillcrest road by replacing the missing column damaged during the January flood by driving steel "H" piling and elevating the depressed section of the bridge to it's original grade. Bridge repair shall be such that the structure will carry it's original H-20 design traffic load. The contractor shall arrange this design load test by running loaded trucks across the bridge before final acceptance of the work by the County. Upon completion the work and bridge shall be in operating condition.

The use of used or damaged material will not be acceptable.

It is understood that the contractor, before signing this proposal, has made a careful examination of the attached conditions and of the plans, specifications and contract agreement; that he has fully informed himself as to the quality of materials and character of work required; and that he has made a careful examination of the location and condition of the work and sources of supply for materials.

The County will in no case be responsible for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in regard to all conditions pertaining to the work.

The contractor will comply with all applicable City, Municipal, County, State, and Federal Laws, rules and regulations, including Workmen's Compensation Act, the State Unemployment Act, Social Security Act and all other obligations imposed on employers of labor, and shall submit proof of liability and other insurance satisfactory to the County.

Proposals to be submitted to the County Clerk to be opened on February 9, 1972 at 10:30 A.M.

Clatsop County reserves the right to reject any or all proposals or to select the proposal deemed in the best interest of the County.

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

TEMPORARY REPAIRS - BRIDGE - HILL CREST ROAD

Proposal Form:

Furnish four each 40 foot length "H" piling 12 X 12 @ 53# $5.50 Lin. Ft = $880.00

Drive four each "H" piling $328.12 = $1312.48

Furnish and place all material for raising depressed section of bridge and maintaining same in position for traffic.

Lump Sum $4,487.23

TOTAL AMOUNT BID $6,679.71

Alternate Bid:

Contractor may at his option submit an alternate proposal complete with specifications and drawings for securing the necessary repairs, all to meet the requirements for load and traffic capability of the present H-20 design load.

ALTERNATE BID - LUMP SUM $_____

Contractor agrees to complete the work withing 15 days after award of contract and authority to proceed.

Signed Harry D. Burgerson

Burgerson Enterprises
3391 Irving Ave
Astoria, Oregon

No. of claim and warrant 6162

From Bergerson Enterrrises

Address 3391 Irving Avenue
Astoria, Oregon 97103

Account of ROAD DISTRICT #1

Contract #467 - Temporary Repairs
to Bridge, Hillcrest Road

Amount, $ 6,679.71

Filed 7 March 1972.
Mary Hay, Clerk

Deputy.

It is hereby ordered that warrant on the

SPECIAL Fund be issued

For $6,679.71

IN full PAYMENT OF THIS ACCOUNT

Dated this 10 day of March 1972.

County Commissioner

County Commissioner

County Commissioner

Bergerson Enterprises

MARINE CONSTRUCTION

3391 IRVING AVENUE
ASTORIA, OREGON 97103
PHONE (503) 325-7130
DAY OR NIGHT

March 6, 1972

Clatsop County
Courthouse
Astoria, Oregon

STATEMENT

Temporary Repairs To Bridge - Hillcrest Road	$ 6,679.71

Thank You

Darryl D. Bergerson

FISCAL YEAR 72-73

OREGON STATE HIGHWAY DIVISION
DISBURSEMENT VOUCHER

A22 (REV. 9-72)

37852

	VOUCHER DATE	TOTAL AMOUNT
Clatsop County c/o Board of Commissioners Courthouse Astoria, Oregon 97103	4/17/73	$ 6,790.58

4319	4/17	repairs	$

sk

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CB
CHECKED - Acctg. Control

(Rev. 1-70)

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Clatsop County
c/o Board of Commissioners
Courthouse
Astoria, OR 97103

This Space for Use of Accounting

Date April 17, 1973

Invoice No. Treasurer's Receipt

P.O. No. #4319

Voucher #1, Progress

Project ER273(1)

Reimbursement for repairs to Big Creek Bridge

County Cost as per statement	$6,790.58	
Federal reimbursement at	100%	
		$6,790.58

Amount due County

4-9501-597-07 (49)

Vernon E. Skoog

Vernon E. Skoog, Controller

CV-378

CLATSOP COUNTY, OREGON

Jan 1972 Storm Damage
Creek Bridge
Clatsop County ER-273(1)

IN THE MATTER OF REPAYMENT OF)
REIMBURSED FUNDS TO OREGON)
STATE HIGHWAY DIVISION)

1-9-75 ORDER NO. 75-1-28

THIS MATTER having come on regularly at this time to be heard before the Board of County Commissioners of Clatsop County, State of Oregon, sitting for the transaction of County business, and 1830

IT APPEARING to the Board that two warrants have been received from the State Highway Division for the Big Creek Improvement - 1.) #37852 received in April of 1973 in the amount of $6,790.58, and 2.) #19631 received in November of 1973 in the amount of $6,790.58, and

IT FURTHER APPEARING that the temporary work on Big Creek did cost Clatsop County a total of SIX THOUSAND SEVEN HUNDRED NINETY & 58/100 ($6,790.58) DOLLARS and a warrant to reimburse the County in the amount of $6,790.58 would constitute full payment for the County work.

NOW, THEREFORE, IT IS HEREBY ORDERED that the overpayment in the amount of SIX THOUSAND SEVEN HUNDRED NINETY & 58/100 ($6,790.58) DOLLARS, being the amount provided in the second warrant, and which was deposited in the Road District One Fund, shall be returned to the Oregon State Highway Division and the County Clerk and the County Treasurer are hereby authorized to provide repayment, from the Road District Number One Fund, to the State Highway Division to cover the overpayment of $6,790.58.

DONE and DATED this 2-9 day of January, 1975.

BOARD OF COUNTY COMMISSIONERS
CLATSOP COUNTY, OREGON

BY _____ Commissioner

BY _____ Commissioner

BY _____ Commissioner

RECEIVED
OSHD FINANCE BRANCH
Check: A10061 $6,790.58
By _____ Date 1/31/75
For Big Creek Bridge
ER-273(1)
Returning over payment

APPROVED AS TO FORM:

_____
DISTRICT ATTORNEY

7830 STATE COPY

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)
12-6-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Clatsop	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12/6/73	P. V. Riedl, Area Engineer		ER-273(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1/26/73	3/7/73	87 %	100
APPROVED EXTENSIONS	**LOCATION**		
-	FAS 756 in Clatsop County 14 miles east of Astoria		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BIG CREEK BRIDGE SECTION
COUNTY ROAD FAS 756 IN CLATSOP COUNTY

This project is located on a County FAS Route #756, 14 miles east of Astoria, Oregon.

The work on this project consisted of repairing the Big Creek structure damages in the January storm of 1972.

The Big Creek Bridge on Hillcrest Road has one column in the east bent wash out. The damage was caused by debris and flood waters during the storm period. The approach fills appeared in good shape but the roadway was closed because of the bridge.

Other damage included small cracks in the top of the downstream column of Bent No. 2 caused by settling of the upstream side and small diagonal cracks in the bottom of the exterior girders adjacent to the point where the column was lost.

Temporary repairs consisting of driving steel piles and jacking the depressed section of the bridge back to grade. The temporary repairs amount to $6,790.58. Preliminary Engineering costs amounted to $1,766.87. Permanent repairs consisted of replacing the bridge pier, repair the beams, channel change, excavation and riprap placement.

NOTED H.S. COULTER

COPY SENT
DEC 13 1973

(more)

12-14-73 Original signed by

*NOTE: Not applicable for direct federal projects.

REGIONAL OFFICE

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by P. V. Riedl		SIGNATURE Original signed by G. K. Hossner	
TITLE Area Engineer	DATE 12/10/73	TITLE District Engineer	DATE DEC 13 1973 12/13/73

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

ER-273(1) 12/6/73

All work was completed on January 26, 1973 with the contractor using 87 of the 100 calendar days in which to complete the work. The final contract amount was $16,544.71 which is an eight percent underrun. The project engineer's statement of overruns and underruns and a copy of the material certificate is attached to the Division office copy of this report.

RECEIVED
STATE HWY ENGR
DEC 14 '73
REFER TO
FOR
dist | resid | area | dist | constr | other

5

7830

March 14, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 9, 1973, we wrote to you concerning release of final payment on Contract No. 7830 awarded to Darryl D. Bergerson dba Bergerson Enterprises for bridge repair on the Big Creek Bridge on FAS 756 in Clatsop County.

Final payment on this contract is $827.24 and the total contract amount is $16,544.71. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Darryl D. Bergerson
dba Bergerson Enterprises
3391 Irving Avenue
Astoria, Oregon 97103

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7830

March 7, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7830 Work Completed January 26, 1973

Project Big Creek Bridge

Highway FAS Route 756 County Clatsop

Type of Work Bridge Repair

Contractor Darryl Bergerson

Recommended Acceptance Date March 7, 1973

The contractor has completed all work according to specifications, and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7430 2 8 73

FORM PR-33B (REV. 3-68) OSHD (Johnson)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

Region Wash DC

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division	Project No.
10	2	Clatsop	Oregon	ER-273(1)

Inspection Made By: P. V. Riedl, Area Engineer

Date of Inspection: 2-8-73

In Company With: *See Below

Progress of Work: Satisfactory

Time Elapsed: 87 %

Work Completed: 100 %

Quality of Work*: Satisfactory

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

BIG CREEK BRIDGE SECTION
COUNTY ROAD FAS 756 IN CLATSOP COUNTY

This is a final inspection on the subject project with the following people in attendance:

Gerry Inloes, Resident Engineer, OSHD
John Dooley, Clatsop County Roadmaster
Harold Olsvick, Clatsop County Engineer
Bob Pillsbury, Asst Div Bridge Engineer, FHWA
Paul Riedl, Area Engineer, FHWA

COPY SENT
FEB 20 1973
REGIONAL OFFICE

All work was completed on January 26, 1973. One hundred calendar days were set up in the contract - the contractor used 87 days to complete the work.

The final cost for the project is $16,544.71, an underrun of 8.4%.

Materials reports indicate that the materials incorporated into the project are in substantial compliance with the specifications.

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
FEB 21 '73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2-22-73 ey Young filed

RECEIVED
FEB 21 1973
Office of
Assistant State Highway Engineer

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

504-1011
Contract-7830

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

7830

February 8, 1973

Mr. Gary Inloes, Resident Engineer
Oregon State Highway
Astoria, Oregon 97103

Dear Mr. Inloes:

We have inspected the repairs of Hillcrest Bridge across Big Creek and find all work satisfactory and acceptable to Clatsop County's requirements.

Sincerely yours,

Harold M. Olsvick

Harold M. Olsvick,
County Engineer

HMO/jc

cc: County City
Construction
Programing
Secretary

NOTED
C. W. HEAD

STATE COPY

7830

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer ~~Federal Highway Administration~~ R. E. Simpson, Division Engineer Federal Highway Administration

DATE February 2, 1973

Federal-aid Project No. ER-273(1)

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7830 Work Completed January 26, 1973

Project Big Creek Bridge

Highway FAS Route 756

County Clatsop

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 2-8-73

Conditions not acceptable: Final inspection made 2-8-73. Project considered satisfactorily completed.

D. K. Hoesmen
for G. L. Green
Division Engineer

NOTED
H. S. COULTER

cc: F. B. Klaboe
L. H. Young

RECEIVED
FEB 15 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 14 73
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7830

FORM F-7 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Big Creek Bridge (Repair)	WEEK ENDING: 26 January 73
		SECTION PREFIX: 5041011
	HIGHWAY: FAS 756	COUNTY: Clatsop
NAME OF JOB: Big Creek Bridge (Repair)	KIND OF WORK: Structure	
CONTRACTOR: Bergerson Enterprises	CONTRACT NUMBER: 7830	FEDERAL AID PROJECT NUMBER: ER 273(1)
DATE OF CONTRACT: 6 Oct. 72	DATE WORK STARTED: 16 Oct. 72	ESTIMATED COMPLETION DATE: 31 January 73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 87
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 87
PROJECT AUTHORIZATION: $ 20,764.58		
EXCLUSIVE OF ENGINEERING: $ 18,951.08	ENGINEERING AUTHORIZATION: $ 1,813.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,951.08	ENGINEERING COST TO DATE: $ 2,437.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 1344 %	DATE PROJECT WAS COMPLETED: 25 January 73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11142A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Partly Cloudy	1		
MONDAY 22	Partly Cloudy	1		
TUESDAY 23	Cloudy	1		
WEDNESDAY 24	Rain	1		
THURSDAY 25	Partly Cloudy	1		
FRIDAY 26	Partly Cloudy	0		
SATURDAY 20	Cloudy	1		

RECEIVED
FEB 9 1973
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No work
MONDAY 22	No work
TUESDAY 23	No work
WEDNESDAY 24	No work
THURSDAY 25	Clearing drainage pattern and adjusting riprap
FRIDAY 26	Clearing drainage and cleaning riprap
SATURDAY 20	No work

REMARKS

Project completed 26 January 1973

Project awaiting final inspection.

SIGNED Harold Ibbes LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 22, 1972

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

C 9 A 4623

Attention: Mary Hay
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering flood damage repair on the Big Creek Bridge, Riggs Slide, and Charnley Slide Sections of FAS 756 and FAS 912.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
COUNTY & CITY SECTION
DEC 26 1972
ENGR. COOR. CE LE UE
UPE OE RE RPE

Dist 1/2/73 HR

ER/PAS
FAS 756
Clatsop Co

OREGON STATE HIGHWAY DIVISION

PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

RECEIVED
COUNTY & CITY SECTION
JAN 31 1973
ENGR. COOR. UPE CE RE RPE AE UE

Project Name Big Creek Bridge — Contract No. 7830

Highway Hillcrest Road — Prefix No. 504-1011

County Clatsop County 756 — F.A. No. ER-273(1)

Final inspection made on 11-21-72 By Gerald Wimer

in company with Paul Riedl, Jack Davis, Gary Inloes, Harold Olsvick.

Reinspected 12-21-72 with Al Rear, Ed Hardt, and Gary Inloes

CHECK LIST

Date		Date	
1-16-73	Construction signs removed	11-20-72	Opened to traffic
Was none	Salem Office notified to rescind construction speed zone	With semi-final	Regional Materials Certification submitted
1-26-73	Contractor removed equipment from project		
1-26-73	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Very adequate repairs. Final restoration needed at 11-21-72 inspection. Also found need for rip-rap at south end of bridge. All but rip-rap were completed at 12-21-72. Rip-rap done 1-26-73.

All contract work on this project has been completed and recommendation is made for acceptance on 1-26-73. The semi-final estimate will be submitted about 2-12-73.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Gary Inloes
Dist.Engineer - Eldon Everton
[illegible]

Copies sent to all named ✓

(Signed) Reg. Const. Engr. (Title)

RECEIVED
DEC 14 1972

STATE COPY

FOR FILING

FORM PR-33A (REV. 3-68) OSHD (Johnson) Region Wash DC

11-21-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contract ☐ Project Stage * ☐ Statewide Inspection-In-Depth ch

Region No.	Report No.	County	Division
10 7830	1	Clatsop	Oregon

Date of Inspection	Inspection Made By	Project No.
11-21-72	P. V. Riedl, Area Engineer	ER 273(1)

Complying With: *See below

Location: Big Creek Bridge Section FAS 756 in Clatsop County 14 miles east of Astoria

Contractor Name and Address: Bergerson Enterprises, 3391 Irving Ave., Astoria OR 97103

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
10-6-72	$17,935.00	100 days	10-26-72	10-26-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	26%	75%

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Storm damage bridge repair	X021				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

COPY SENT

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

DEC 07 1972

REGIONAL OFFICE

BIG CREEK BRIDGE SECTION
COUNTY ROAD FAS 756 IN CLATSOP COUNTY

This project is located on a County FAS Route #756, 14 miles east of Astoria, Oregon.

The work on this project consisted of repairing the Big Creek Structure damages in the January storm of 1972.

The Big Creek Bridge on Hillcrest Road has one column in the east bent wash out. The damage was caused by debris and flood waters during the storm period. The approach fills appeared in good shape but the roadway was closed because of the bridge.

Other damage included small cracks in the top of the downstream column of Bent No. 2 caused by settling of the upstream side and small diagonal cracks in the bottom of the exterior girders adjacent to the point where the column was lost.

Temporary repairs consisting of driving steel piles and jacking the depressed section of the bridge back to grade. The temporary repairs amounted to $6,970.58.

Permanent repairs consist of replacing the bridge pier, repair the beams, channel

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

change, excavation and riprap placement.

*This inspection was made with

Gerry Wimer, Region Construction Engineer
Jack Davis, Bridge Engineer
Harold Olsvick, Clatsop County Engineer
Garry Inloes, Resident Engineer

No work was underway during this inspection.

The contractor has the damaged column repaired. The work remaining consists of stripping forms, cutting off the steel piling, placing riprap and general cleanup.

Some additional riprap placement is being considered on the slope of the west end of the structure due to the damage which occurred during the flooding. It is estimated to take approximately 90 yards of riprap for this repair.

It is now estimated that the project will be completed in 2 weeks.

RECEIVED
STATE HWY ENGR
DEC 8 '72

17830

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-10-4	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
3	10-26-72	Clatsop
		PROJECT NO. ER-273(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Big Creek Bridge Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-11-72	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	9-6-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 35,132.00	$ 35,132.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. P. Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
~~Acting~~ (Division Engineer)

G. L. Green

Date executed by Division Engineer OCT 26 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ER-273(1)

BIG CREEK BRIDGE SECTION

COUNTY ROAD FAS 756 IN CLATSOP COUNTY

Salem, Oregon, October 16, 1972

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,400.00

Type Code X021
Permanent Repair (Sta. 10+03 to Sta. 11+53)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
General Excavation	460 cu.yd.	3.50	1,610.00
Loose Riprap, Class 700	340 cu.yd.	15.00	5,100.00
Alterations to Existing Structure	All Required		1,000.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structure Excavation	35 cu.yd.	15.00	525.00
Class A Concrete (14 cu.yds.)	All Required		4,800.00
Reinforcement (1,600 lbs.)	All Required		900.00
			$17,935.00
Flagging (60% of Contractor's Cost)	All Required		$ 100.00
Temporary Erosion Control	All Required		100.00
			$ 200.00
	Subtotal		$18,135.00
	Engr. & Cont.		3,626.42
	Total		$21,761.42

Type Code X021
Temporary Repair (MP 3.9)

Labor (County Forces)	All Required	$ 87.67
Equipment (County)	All Required	23.20
Contract (Bergerson Enterprises)	All Required	6,679.71
		$ 6,970.58

Length of Project - - - 0.028 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
Preliminary Engineering	$ 6,400.00	$ 6,400.00
Permanent Repair	21,761.42	21,761.42
Temporary Repair	6,970.58	6,970.58
	$35,132.00	$35,132.00

Group 1 - 100%

Contract No. 7830

Contract Prefix: 504-1011

County Force Prefix: 4-9501-07

P.E. Prefix: 538-1446

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SEP 1 1972
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LETTER OF APPROVAL AND/OR AUTHORIZATION

ER-273(1)

STATE PROJECT NO.
BIG CREEK BRIDGE SECTION

COUNTY NAME
CLATSOP

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

PROGRAM NO.

ITEM NO.
ER-31

FROM:
C. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

RECEIVED
STATE HWY ENGR
SEP 14 '72
REFER TO
FOR

TO: 7830

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
SEPTEMBER 6, 1972	SEPTEMBER 6, 1972	SECONDARY ROUTE 756
		STATE ROUTE NUMBER: COUNTY ROAD

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $100.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $100; TEMPORARY EROSION CONTROL $100
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S SEPTEMBER 1, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

9-14-72

NOTED
F. B. KLABOE

Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-72	C. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 31, 1972

In reply refer to: 10-35-FA/
710.17

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon 1972 Emergency Relief Program

Our Washington office has approved effective August 22, 1972, six of the program items submitted by your office for inclusion in the subject Emergency Relief Program. These are as follows:

Item	Project	Location	Work	Amount
24	ER-266(1)	Thomas Creek (Schindler) Bridge Section	PE & Reconstruction	$201,695
28	ER-270(1)	County Roads in Lincoln County	PE & Reconstruction	27,466
31	ER-273(1)	Big Creek Bridge Section	PE & Reconstruction	45,808
32	ER-274(1)	FAS Route 117 in Clackamas County	PE & Reconstruction	34,090
33	ER-275(1)	FAS Route 131 in Clackamas County	PE & Reconstruction	18,193
37	ER-252(2)	Clear Lake-Forest Boundary Section	PE & Reconstruction	36,253
				$363,505

This approval is conditional, however, for items 28 and 37. The Washington office advises us that "the removal of potential slide material" is not eligible for emergency relief funding and must be removed from these two projects. You will note the total funds for item 28 has been reduced by $2,250 which is the amount shown on the back of the PR-1 as that needed for the removal of the potential slide material.

9-6-72

(more)

Hunter-Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

An allotment of $363,505 in code 098 funds has been made to the Regional Administrator.

Approval of the work orders and authorizations to proceed will be granted on an individual project basis by separate concurrent action.

FOR FILING

7830

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

August 30, 1972

SUBJECT: Right of Way Status
E.R. Project
Bid Opening September 28, 1972

To: L. H. Young
Programing Engineer

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired:

Big Creek Bridge Section

No additional right of way was necessary for this project.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
AUG 31 '72
REFER TO
FOR

E R, Clatsop
fas 756

August 29, 1972
(date)

Clatsop County Board of Commissioners
Courthouse
Astoria, Oregon 97103

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 756 (Emergency Relief)

Section Big Creek Bridge, Bridge repair

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
SEP 6 - 1972
ENGR. ☑ COOR. ☑ UE ☑ AE ☑ UE
☑ UPE ☑ PE ☐ RE ☑ RPE ☐

September 5, 1972
(date)

By Wm. C. Johnson

By Vern Stratton
Commissioner

By E. A. Landis
Commissioner

cc: L. H. Young
Attn: Duane Ridings

FAS 756 ER-F-4S (Clatsop)

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE:

BY (Signature):

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ER

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					Floods and Storms January 11-24, 1972
2[illegible]	ER-270(1), Lincoln	--	$27,466	$27,466	PE, reconstruction including $7,625 permanent repairs.
3[illegible]	ER-273(1), Clatsop	--	45,808	45,808	PE, reconstruction including $6,971 temporary repairs. (Big Creek Br.)
32	ER-274(1), Clackamas	--	34,090	34,090	PE, reconstruction including $10,263 temporary repairs.
33	ER-275(1), Clackamas	--	18,193	18,193	PE, reconstruction including $2,036 temporary repairs.

REMARKS (Division)

The above projects are on the Federal-aid Secondary system.

RECEIVED
COUNTY & CITY SECTION
SEP 11 1972
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

D.W.Loutzenheiser, ~~Actg.~~ Dir.
Office of Engineering

RECOMMENDED		APPROVED	
DATE: 8/8/72	SIGNATURE AND TITLE: Mr. H. B. Henry's memorandum	DATE: AUG 22 1972	SIGNATURE AND TITLE: BY: James J. Crowley, Chief Federal-Aid Division

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDER

July 14, 1972

CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) 21 68: Co. Rd. 1.2 mi. S. of Jct. with FAP 1	ADT	PRESENT: 160	FUTURE: 240 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: P.E. Temp. & Perm. Flood Repair	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. (72): 72-1

CARD	CLASS OF FEDERAL FUNDS: Emergency Relief	COUNTY N
	NAME OF URBAN AREA (17-31)	ROUTE NO. S

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(55)	ESTIMATE TOTAL ESTIMATED COST (59-66)	ESTIMATE FEDE (67)
1	(14-15)	(16)	41							
5					PE Stage 2		Co. Rd. 1.2 mis. S. of Junction with FAP 1 (M.P. 3.9)	0.0	6,400	
5					ROW		(Big Creek Bridge Section)			
5					CONST (CODE) Temp. & Perm. Stage 2			0.0	39,408	3
							PROJECT TOTALS	0.0	45,808	4

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES: 8-22-72

(10) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ER/FAS 756
Clatsop Co

72

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	160	240 (66)	92 (70) (71) (72)	10	Oregon	35 (2) (3)	098 (4) (6)	31 (14) (15)

CY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) (14–28)	NUMBER (7–13)	SEQ. NO.	I Projects Only: POST MI. (24) (26)	DESIG. 27
			72-1		ER-	273	(1)		

COUNTY NAME: Clatsop — CODE 007 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
S	756	Co. Rd.	

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
6,400	6,400			P.E. all phases temp. & perm. flood damage repair consisting of replacement of bridge column, clearing & grubbing, channel excav. & riprap. (Work by county forces and advertised contract)
39,408	39,408			
45,808	45,808			

(16) (23) (24) (53)

RECEIVED
COUNTY & CITY SECTION
SEP 11 1972
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS: Restoration is necessary because of damage caused by unusually heavy rainfall and excessive runoff during the period January 11 to 23, 1972.

(over)

USCOMM-DC 45608-P65

BIG CREEK BRIDGE SECTION

Project No. 273 (1)

Remarks continued:

Temporary repairs have been made and permanent restoration is being programed in Stage 2 because the State is in the position to accomplish the work by regular advertised contract as soon as the program is approved and the required authorization to proceed with the work of permanent restoration is received from FHWA's Division Engineer.

Existing Facility: Roadway: 2 - 8' lanes AC pavement with 4' shoulders.
Structure: RCDG bridge, length 150', H. C. 24'.

Project Data: This project damage was caused by abnormally heavy rainfall with accompanying stream flooding & debris, resultin in the loss of one bridge column forcing closure of the roadway until temporary repairs could be made which consists of driving steel piling and jacking the depressed section of the bridge back to grade. The county contracted the temporary repair work on the structure since they were not equipped to perform the repairs by county forces.

The temporary repair cost to restore traffic is as follows:

Labor (county forces) - - - - - - - - - -	$ 87.67
Equipment (county) - - - - - - - - - - -	23.20
Contract (Bergerson Enterprises) - - -	6,679.71
Total	$6,970.58

Permanent restoration consists of replacing the bridge pier, repair to beams, channel change excavation and riprap at an estimated cost of $32,438. This estimate is based on a more detailed investigation of the work necessary to complete the permanent repair. This investigation indicates that some stream work is necessary to make the repairs as well as to protect the structure after completion of the repairs.

Public Hearing: Not required under paragraph 3c of PPM 20-8.

Clearinghouse Review: Not required under State Clearinghouse working agreement dated February 19, 1972.

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AUG 22 1972
FOR FILING
7830

MISC. CONTRACTS and
AGREEMENTS No. 45516

August 16, 1972

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

Attention: Mary Hay
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Big Creek Bridge on Hillcrest Road, FAS 756.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.
cc H. S. Cox
(conf. agree. att.)

F.A.S.-ER

Copy to:- John Oaks
L. G Swenson
R. W. Chase
J. B. Boyd.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

7-24-72

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. Hillcrest Road, FAS 756 - ER

Project Name Big Creek Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon,

this 24 day of July, 1972.

Clatsop County

Chairman

Commissioner

Commissioner

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COUNTY & CITY SECTION
JUL 25 1972
☑ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE

(5/12/70)

RECEIVED
JUL 17 1972
FOR FILING

7830

July 14, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Emergency Relief Program Data

We are submitting program data for Item No. 31, Project No. ER-273(1), "Big Creek Bridge Section", which we desire to include in the Federal-aid Emergency Relief program occasioned by the January 1972 storms.

Temporary repairs have been made and permanent restoration is being programed in Stage 2 because the State is in the position to accomplish the work by regular advertised contract as soon as the program is approved and the required authorization to proceed with the work of permanent restoration is received from you. This work should be completed this year if possible.

The original estimate for this project was $3,300 for the temporary repairs and $8,600 for the permanent restoration which was to repair the footing. The temporary repair actual cost is $6,970 and the estimate for the structure repair is $15,515 including engineering and contingencies. Preliminary engineering to determine the cause of the damage other than just the high water or the effectiveness of the repair without further action was not considered in the original estimate which amounts to another $6,400. The engineering crew in making their investigation, vicinity map and design, determined that additional work was necessary to protect the structure after repairs were made by doing a minimal amount of channel work including stream channel riprap. The estimated cost of the channel

work is $16,695. The total project cost as now estimated is as follows:

Preliminary Engineering	$ 6,400
Temporary Repair	6,970
[illegible] Cost)	Nonparticipating
Channel Work	16,695
Structure Repair	15,515
Flagging	114
Erosion Control	114
Total (incl. 14.5% for engr. & cont.)	$45,808

The title sheet plan will be submitted with the project agreement after the work is authorized.

Enc.

DAR:kds

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-

July 14, 1972

CARD					
CARD 2	REPORT NUMBER (18)–(20): 1	PROJECT LOCATION (45 typewriter spaces) 21–65: Co. Rd. 1.2 mi. S. of Jct. with FAP 1	ADT	PRESENT: 160	FUTURE (66): 240
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: P. E. Temp. & Perm. Flood Repair	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70) / DA AREA (71)	EMERG. YR. (72)–(73): 72-1
CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief				COUNTY NAME
	NAME OF URBAN AREA 17-21				ROUTE NO. S	FED

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PR: TOTAL ESTIMATED COST (59)–(66)	FEDERAL (67)
1										
5					PE Stage 2		Co. Rd. 1.2 mis. S. of Junction with FAP 1 (M. P. 3.9)	0.0	6,400	6,40
5					ROW		(Big Creek Bridge Section)			
5					CONST (CODE) Temp. & Perm. Stage 2			0.0	39,408	39,40
								0.0	45,808	45,8(

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
DT	160	240 (66)	92 (70)(71)(72)	10	Oregon	35 (2)(3)	098 (4)(9)(14)	31 (15)

CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(70)	(71)	72-1 (72)(73)	(74)(75)	ER- 14 23	273	(1) 27	(24) (26)	

COUNTY NAME: Clatsop — CODE: 007 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 756 (32) — STATE: Co. Rd. (36)(37) — U.S. (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(66)	(67) (76)		
6,400	6,400		
39,408	39,408		
45,808	45,808		
(116)	(23)(24) (93)		

CHARACTER OF PROPOSED WORK (Full description)

P.E. all phases
temp. & perm.
flood damage repair
consisting of replacement
of bridge column,
clearing & grubbing,
channel excav. &
riprap.

(Work by county forces
and advertised contract)

REMARKS: Reconstruction is necessary because of damage caused by unusually heavy rainfall and excessive [illegible] occurred January 11 to 23, 1972.

(over)

USCOMM-DUBS

BIG CREEK BRIDGE SECTION

Project No. 273 (1)

Remarks continued:

Temporary repairs have been made and permanent restoration is being programed in Stage 2 because the State is in the position to accomplish the work by regular advertised contract as soon as the program is approved and the required authorization to proceed with the work of permanent restoration is received from FHWA's Division Engineer.

Existing Facility: Roadway: 2 - 8' lanes AC pavement with 4' shoulders.
Structure: RCDG bridge, length 150', H. C. 24'.

Project Data: This project damage was caused by abnormally heavy rainfall with accompanying stream flooding & debris, resultin in the loss of one bridge column forcing closure of the roadway until temporary repairs could be made which consists of driving steel piling and jacking the depressed section of the bridge back to grade. The county contracted the temporary repair work on the structure since they were not equipped to perform the repairs by county forces.

The temporary repair cost to restore traffic is as follows:

Labor (county forces) - - - - - - - - - -	$ 87.67
Equipment (county) - - - - - - - - - -	23.20
Contract (Bergerson Enterprises) - - -	6,679.71
Total	$6,970.58

Permanent restoration consists of replacing the bridge pier, repair to beams, channel change excavation and riprap at an estimated cost of $32,438. This estimate is based on a more detailed investigation of the work necessary to complete the permanent repair. This investigation indicates that some stream work is necessary to make the repairs as well as to protect the structure after completion of the repairs.

Public Hearing: Not required under paragraph 3c of PPM 20-8.

Clearinghouse Review: Not required under State Clearinghouse working agreement dated February 19, 1972.

RECEIVED
JUL 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FOR FILE

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

7830

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

July 13, 1972

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 18 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Mr. Baldwin:

cc's sent
7/18/72 to:
E. S. Hunter
L. H. Young
W. J. Hart(3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin(3)
L. W. Rulien(4)
J. B. Boyd(2)

The following projects transmitted to us by your letters dated July 5 and 6, 1972 respectively have been reviewed.

Big Creek Bridge Section, FAS 756, Clatsop County

Molalla River (Dickie Prairie) Bridge Section, County Road 52008, Clackamas County

NOTED
E. S. HUNTER

Brightwood (Cook's) Bridge, County Road 26001, Clackamas County

Regarding Big Creek section, we have a fish hatchery located downstream from the proposed work so we are extremely concerned that there are no detrimental effects to the fishery resource i.e. poor fish passage or silting of the water.

The embankment material should be of such consistency as to not wash out at high water stages and damage stream bed downstream.

There was no channel change profile submitted with the proposal so we have no knowledge of the proposed profile configuration but recommend that a pool, riffle type profile be considered in lieu of a straight grade that might increase velocities and scour in the stream. Spawning fish will be in the area after August 30 so no work in the water should be done after that period.

We anticipate no fishery conflicts with the other two projects providing work is done during low flow period so water quality is maintained.

The opportunity to review these projects is appreciated.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Game Commission

RECEIVED
JUL 1[illegible].72

FOR FILING

OREGON STATE HIGHWAY DIVISION

7830

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~
Federal Highway Administration

DATE July 12, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Emergency Relief Program Data

We are submitting program data for Item No. 31, Project No. ER-273(1), Big Creek Bridge Section", which we desire to include in the Federal-aid Emergency Relief program occasioned by the January 1972 storms.

Temporary repairs have been made and permanent restoration is being programed in Stage 2 because the State is in the position to accomplish the work by regular advertised contract as soon as the program is approved and the required authorization to proceed with the work of permanent restoration is received from you. This work should be completed this year if possible.

The original estimate for this project was $3,300 for the temporary repairs and $8,600 for the permanent restoration which was to repair the footing. The temporary repair actual cost is $6,970 and the estimate for the structure repair is $15,000 including engineering and contingencies. Preliminary engineering to determine the cause of the damage other than just the high water or the effectiveness of the repair without further action was not considered in the original estimate which amounts to another $6,400. The engineering crew in making their investigation, vicinity map and design, determined that additional work was necessary to protect the structure after repairs were made by doing a minimal amount of channel work including

stream channel riprap. The estimated cost of the channel work is $9,625. The total project cost as now estimated is as follows.

Preliminary Engineering	$ 6,400
Temporary Repair	6,970
Right-of-way ($500 Co. Cost)	Nonparticipating
Channel Work	9,625
Structure Repair	15,000
Flagging	625
Total (incl. 25% of engr. & cont.)	$38,620

The title sheet plan will be submitted with the project agreement after the work is authorized.

Enc.

DAR:dg

ENGR. COOR. CE RE UE
UPE CE RE RPE

June 23, 1972

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

RE: Big Creek Bridge Section
Hillcrest Loop Road
FAS 756
Clatsop County
ER January 1972 Storm Damage

Dear Mr. Dooley:

Four copies of each of three options for the necessary additional right-of-way for this project are enclosed. Also enclosed for your use and reference are three copies of the right-of-way map 1R-4-530.

When you have the deed on these takings, would you please send us a copy of the deed with the recording data noted thereon.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:lat
Encl.

Salem, Oregon
June 13, 1972

ER January 1972 Storm Damage
Big Creek (Hillsrest Rd.)
Bridge Section
FAS 756
Clatsop County

Mr. Victor Wolfe
Location Engineer

BUILDING

Attention: Mr. P. L. Carstensen

The survey data for this project has been examined and has been found to agree with the request by the County and as approved by the Highway Commission.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat

RECEIVED
JUN 13 1972
FOR FILING

FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 5, 1972

In reply refer to: 10-35.6/409.2

7830

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Public Law 606, Clatsop County
Big Creek Bridge Replacement

The preliminary bridge plans submitted by Mr. Ellison's May 30 letter are approved. We estimated the cost of a Type V beam bridge and found it to be about $7,000 less expensive. We cannot recommend the Type V bridge, however, because of the additional structural depth involved. The Type V girder would be two feet deeper than the proposed boxes and the original structure. This would reduce the clearance above the high water to about two feet. This would not allow the passage of any drift and is therefore unacceptable.

Included in your estimate is a $20,000 item for bridge removal. By assuming this to be slightly less, the total project cost would be close to the $90,000 originally estimated.

6-8-72
Hank
cc Johnson

NOTED
A. E. JOHNSON

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7830

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Big Creek Bridge Replacement
Old Lower Columbia River Highway
Clatsop County

Enclosed are two prints each of Drawings Nos. 28251, 28133, and B-491, which are the preliminary plan and elevation, vicinity map, and foundation data for this structure.

Clatsop County has requested that we perform the necessary preliminary engineering, design, and contracting to restore the flood damaged structure. This road is not presently on the Federal Aid System, but restoration should be eligible under Public Law 606.

We propose to span the channel without center bents to reduce the chance of debris jams. In order to do this economically and provide the recommended channel width, we propose a prestressed box type span with pile abutments. The estimated cost is $85,000 including engineering and contingencies.

This is a preliminary submittal for your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways
By K. W. Ellison
R. W. Ellison
Bridge Administration Engineer

JHW/ag
Attach.

cc A. E. Johnson

RECEIVED
MAY 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

4-26-72

CLATSOP COUNTY
Proposed Project - ER Funds
(January, 1972 Storm Damage)

FAS 756: Big Creek Bridge Section, Hillcrest Road. Bridge repair. $10,000.

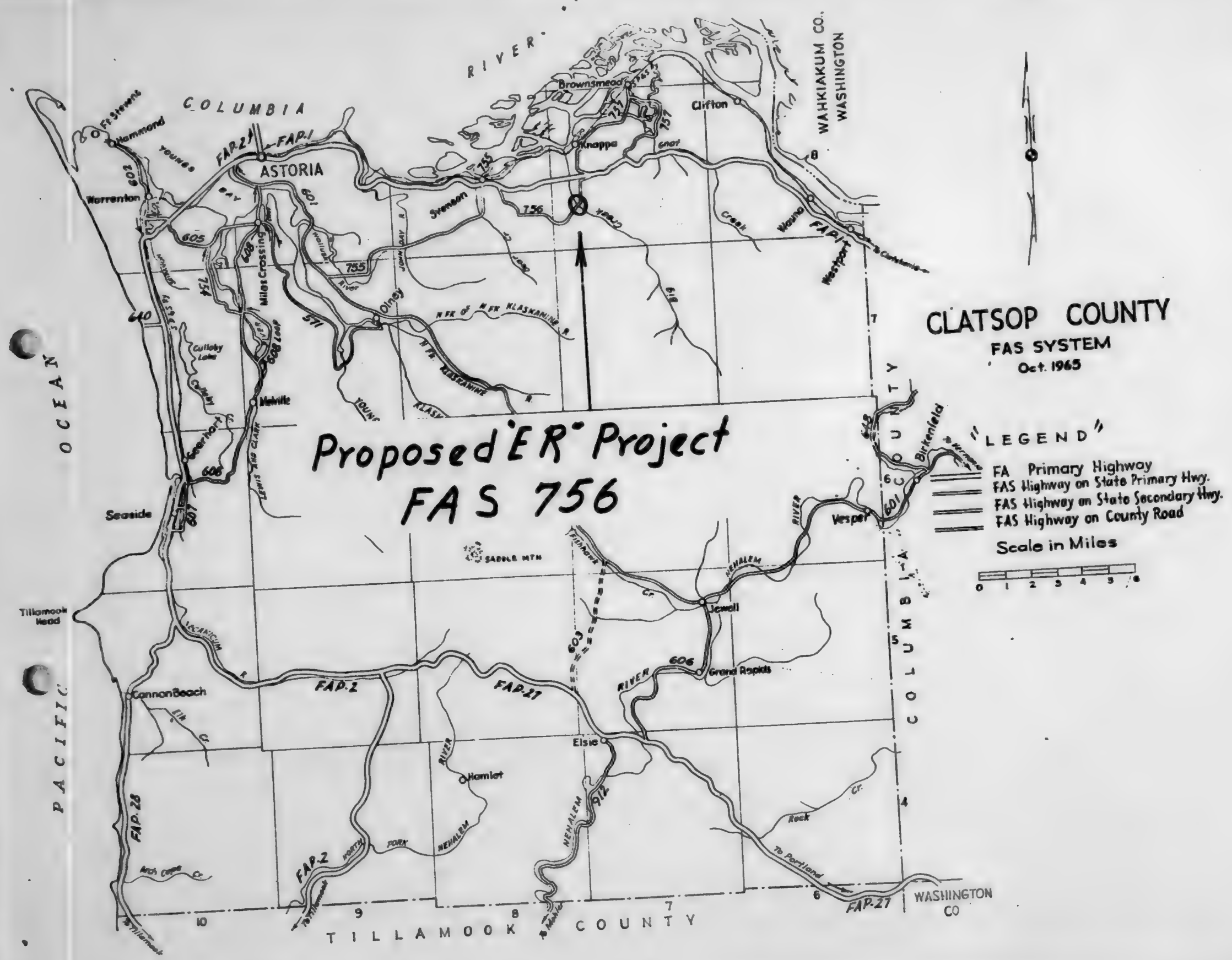
Repair a structure which was damaged by the storms in January, 1972. The bridge has a 24-foot roadway. The County has made the bridge usable again by driving some steel piling and jacking up the settled span. Road can be closed during repairs. Contractor to do the signing.

State to make the necessary survey, draw the plans, and award the contract.

County will have the responsibility of getting the additional right-of-way.

4/26/72
72-a(ER)

App'd by Hwy. Comm 5/16/72


COLUMBIA RIVER
WAHKIAKUM CO. WASHINGTON
OCEAN
PACIFIC
ASTORIA
Ft. Stevens
Hammond
Warrenton
Seaside
Tillamook Head
Cannon Beach
Miles Crossing
Olney
Brownsmead
Knappa
Clifton
Westport
Svensen
Jewell
Grand Rapids
Elsie
Hamlet
Vesper
Birkenfield
Cullaby Lake
Saddle Mtn
Arch Cape Cr.
Rock Cr.
Elk Cr.
Necanicum R.
Nehalem River
N Fk of N Fk Klaskanine R.
N Fk Klaskanine R.
Lewis and Clark
To Tillamook
To Manzanita
To Portland
FAP-1
FAP-2
FAP-27
FAP-28
FAS-602
FAS-601
FAS-605
FAS-608
FAS-754
FAS-755
FAS-756
FAS-757
FAS-759
FAS-603
FAS-606
FAS-607
FAS-609
FAS-571
FAS-640
FAS-716
Proposed "ER" Project
FAS 756
CLATSOP COUNTY
FAS SYSTEM
Oct. 1965
"LEGEND"
FA Primary Highway
FAS Highway on State Primary Hwy.
FAS Highway on State Secondary Hwy.
FAS Highway on County Road
Scale in Miles
0 1 2 3 4 5 6
TILLAMOOK COUNTY
COLUMBIA COUNTY
WASHINGTON CO

ER-FAS

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1972

ER June 1972

To: Loren Weber
RESIDENT ENGINEER

SUBJECT: Big Creek Structure
Hillcrest Road-Clatsop County
FAS 756

Harold Reynoldson received a call from Clatsop County April 20 requesting the State Highway Division handle the repair of the Big Creek Structure on Hillcrest Road.

I told him to get a written request from the County.

Should they write such a letter then you will have to arrange for a small amount of field work from which a contract could be let for this small repair job.

Original signed by, Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: Vic Wolfe
Walt Hart
Bill Fretwell
Harold Renoldson

RECEIVED
COUNTY & CITY SECTION
APR 25 1972
ENGR. COOR. RE UPE GE RE RPE

(Form ER-1)

RECEIVED
COUNTY & CITY SECTION
APR 17 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

COST SUMMARY

F.A. Project No. _____ County CLATSOP

FAS Route No. 756 (Hillcrest Road) Date April 13, 1972
Big Creek Bridge

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
6138	County payrolls, January 1972	$ 87.67
----	County Equipment Rental, January 1972	23.20
		$6679.71
6162	Contract - Bergerson Enterprises. Jacking up bridge	
	Temporary work completed 3/3/1972	
	Completed Total Temporary Work	$6790.58
	Work to be completed	
	Replacement of pad and pier, repairs to beams and crossties as required.	$ 6000.00

Contract Agreement

THIS AGREEMENT, made and entered into, in quadruplicate, this 28th day of FEBRUARY 19 72 by and between the County of Clatsop, in the State of Oregon, hereinafter called the County, by the County Court of said County, party of the first part, and BERGERSON ENTERPRISES (Give name of contractor), doing business a ..... (State whether a corporation, a partnership or an individual) at 3991 IRVING AVE., ASTORIA, OREGON (Give contractor's recognized address)

and having interested in it as copartners or as president, treasurer and manager, the following individuals:

Name	Address
DARRYL BERGERSON, OWNER	3991 IRVING AVE., ASTORIA, OREGON

hereinafter called the contractor, party of the second part.

WITNESSETH: That the said contractor, in consideration of the sums to be paid to him by said County in the manner and at the times hereinafter provided, and of the other covenants and agreements herein contained or made a part hereof, hereby agrees for himself, his heirs, administrators, successors and assigns, to perform and to complete the work hereinafter described, furnishing the necessary machinery, tools, apparatus, materials and labor, and doing all things in connection therewith in accordance with the plans, specifications and provisions herein referred to or hereto appended, and in accordance with such modifications of the same and directions as may from time to time be made or given by the County Engineer:

PLANS, SPECIFICATIONS AND PROVISIONS:

The plans in accordance with which the work is to be performed shall be understood to consist of all drawings or reproductions of drawings, made or to be made, pertaining to the work to be performed under the contract or to any feature connected therewith.

The specifications and general provisions in accordance with which the work is to be performed shall be the General Specifications, Clatsop County, attached hereto, except as those specifications and general provisions are qualified and supplemented by the special provisions hereto appended.

CONTRACT DOCUMENT:

The documents comprising this contract consist of this contract agreement, the appended special provisions and schedule of contract prices, the specifications and the plans attached hereto. All of the above mentioned documents shall have the same force and effect as though all of the same were fully inserted herein.

PAYMENTS:

In consideration of the faithful performance of the work herein embraced in complete accordance with the provisions hereof, the said County agrees to pay to the said contractor the amount due him, computed in accordance with the provisions hereof, from the quantities of work actually performed and the unit prices named in the appended schedule of contract prices, and to make such payments in the manner and at the times stated in the general provisions which are a part hereof.

IN WITNESS WHEREOF, the said County, by its County Court, executes this contract, and the said contractor does sign and seal the same as of the day and year in this contract first above mentioned.

COUNTY COURT OF CLATSOP COUNTY,

By ..... As County Judge Commissioner

..... As County Commissioner

..... As County Commissioner

Party of the First Part

ATTEST:

..... As County Clerk

APPROVED

..... As County Engineer

In the presence of:

.....

.....

.....

.....

.....

Party of the Second Part

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

SPECIFICATIONS - TEMPORARY REPAIRS TO BRIDGE - HILLCREST ROAD

General Intent:

It is the intent of Clatsop County to repair the concrete bridge on the Hillcrest road by replacing the missing column damaged during the January flood by driving steel "H" piling and elevating the depressed section of the bridge to it's original grade. Bridge repair shall be such that the structure will carry it's original H-20 design traffic load. The contractor shall arrange this design load test by running loaded trucks across the bridge before final acceptance of the work by the County. Upon completion the work and bridge shall be in operating condition.

The use of used or damaged material will not be acceptable.

It is understood that the contractor, before signing this proposal, has made a careful examination of the attached conditions and of the plans, specifications and contract agreement; that he has fully informed himself as to the quality of materials and character of work required; and that he has made a careful examination of the location and condition of the work and sources of supply for materials.

The County will in no case be responsible for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in regard to all conditions pertaining to the work.

The contractor will comply with all applicable City, Municipal, County, State, and Federal Laws, rules and regulations, including Workmen's Compensation Act, the State Unemployment Act, Social Security Act and all other obligations imposed on employers of labor, and shall submit proof of liability and other insurance satisfactory to the County.

Proposals to be submitted to the County Clerk to be opened on February 9, 1972 at 10:30 A.M.

Clatsop County reserves the right to reject any or all proposals or to select the proposal deemed in the best interest of the County.

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

TEMPORARY REPAIRS - BRIDGE - HILL CREST ROAD

Proposal Form:

Furnish four each 40 foot length "H" piling 12 X 12 @ 53# — $5.59 /Lin ft = $880.00

Drive four each "H" piling — $328.12 = $1312.48

Furnish and place all material for raising depressed section of bridge and maintaining same in position for traffic.

Lump Sum — $4,487.23

TOTAL AMOUNT BID — $6,679.71

Alternate Bid:

Contractor may at his option submit an alternate proposal complete with specifications and drawings for securing the necessary repairs, all to meet the requirements for load and traffic capability of the present H-20 design load.

ALTERNATE BID - LUMP SUM $_____

Contractor agrees to complete the work withing 15 days after award of contract and authority to proceed.

Signed Darryl D. Bergerson

Bergerson Enterprises
3391 Irving Ave
Astoria, Oregon

h ER-1)

RECEIVED
COUNTY & CITY SECTION
APR 17 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

COST SUMMARY

F.A. Project No. _____ County CLATSOP

FAS Route No. 912 (Lower Nehalem Rd.) Date APRIL 13, 1972

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK RIGGS SLIDE	
6238	County payroll, March, 1972	$ 702.22
	County Equipment Rental, March, 1972	1015.15
5493	Explosives- 7 boxes at $14.62 per box	102.34
	Temporary Work completed 2/16/72	
	Completed Total Temporary Work	$ 1,819.71
	Work to be completed Charnley Point Slide	
	2500 cubic yds. of excavation @ $1.50 per yd.	3,750.00
	Clearing	500.00
	Restoration of Road	1,750.00
		$ 6,000.00

...3151
PHONES:
929-5199
929-3423

Timber Supply Explosives, Inc.

DISTRIBUTOR DU PONT EXPLOSIVES
LOGGERS & CONTRACTORS SUPPLIES
POST OFFICE BOX 151 • PHILOMATH, OREGON

SWEET HOME
367-3168

STATEMENT COPY

INVOICE NO. 11297

Date 6-16 1971

REQ. NO.

CHARGE	CASH	SALESMAN
✓		

Sold To Alsea County

Address

TERMS: Due and payable by 10th—No cash discounts—Service charge of 1% per month will be charged on all past due accounts.

QUANTITY	DESCRIPTION	LIST	NET	TOTAL
5	Boxes Loggers #2 250#		29.25	73 13
50	Coils 10' E B Caps			15 65
	Identification Import Charge			3 63
				92 41

CONDITIONS OF SALE. No goods will be accepted for credit unless returned with our permission, transportation charges paid and date of invoice accompanying goods. A ten percent charge to cover handling will be made on all returned goods unless returned on account of being defective or error on our part. Goods cut or machined to order are not returnable.

Our responsibility ceases on delivery of goods to transportation company. This bill becomes due immediately if the purchaser suspends payment, removes, sells out, becomes insolvent or bankrupt, or is sued. Prices are subject to change without notice.

5493

RECEIVED
FEB 9 - 1972
FOR FILE
OREGON STATE
HIGHWAY DIVISION
7830

E. Salem Highway Building, Salem, Oregon 97310

February 4, 1972

Mr. John Dooley
Clatsop County Road Master
Clatsop County Courthouse
Astoria, Oregon 97103

Dear John,

Bridge Restoration
Big Creek Structure
Old US 30 Highway

The State Highway Division will assist Clatsop County in restoring the Big Creek structure on the old US 30 Highway as requested in your January 28, 1972 letter.

You want us to follow the procedures of Public Law 91-606 in order that the County might be reimbursed for their cost. This will be done. However, there apparently will be some cost that will not be eligible.

The State Highway Division will bill Clatsop County for all costs we might incur with respect to this planning, design, and construction. Any arrangements to the contrary would have to be the subject of a further request.

It is also understood that following each phase and during the course of each phase of work, Clatsop County reserves the right to suspend further State Highway Division involvement.

Resident Engineer Loren Weber, P. O. Box 804, Astoria, Oregon, Telephone 325-5646, has been assigned to gather the basic field information and has been instructed to be the main contact with you and County Engineer Harold Olsvick. Feel free to contact either he or this office relative to this particular project.

Mr. Weber will not be able to start on this project immediately as he is presently gathering the field data for the Tillamook

NOTED
E. S. HUNTER

County restoration. He will, however, do the planning for your restoration simultaneously as soon as he is far enough along with the Tillamook County work to do so.

Very truly yours,

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: Clatsop County Board of Commissioners
E. S. Hunter
Walt Hart
George Wills
H. S. Cox
Loren Weber
Tom Lowe

RECEIVED
FEB 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7831 Bully Cr. (Greenfield Rd.) Br. Sec. 1972
of FAS 23-107, west of Vale
(Grading, base and structure)

C&A 4555 9-1-72

Jas Malheur

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 2, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Contract 7831
S-23-107(1)

The Honorable Roy Hirai
Malheur County Judge
Courthouse
Vale, Oregon 97918

Dear Judge Hirai:

RE: Final Billing, Bully Creek (Greenfield) Bridge Section, FAS 23-107

Attached is an itemized statement of construction costs concerning the above project.

The County's advance deposit exceeded the actual share of construction costs; therefore, you will be receiving a check in the amount of $4,000.92 from the Highway Division in the near future.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Attachment

cc Robert H. Prange

RECEIVED
COUNTY & CITY SECTION
JUN 3 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 21, 1976

County Malheur **Contract No.** 7831 **Date Completed** 4/3/73

FAS 23-107 **Section** Bully Creek (Greenfield Rd.) Bridge

PAYMENTS TO CONTRACTOR

ITEM			TOTAL COST
Payment to Contractor	(Fed. Part.)		$106,638.28
Engineering			12,267.49
		TOTAL	$118,905.77
Payment to Contractor	(Non Part.)		$2,902.31
Haul Piling			174.96
Less Credit for Piling			-121.80
Engineering			76.86
		TOTAL	$3,032.33

Total project cost $121.938.10
Federal funds collected $75,695.41

Per agreement County's share of construction costs are as follows:
½ ($118,905.77 + $76.86 - $75,695.41) + $2,955.47 =
$21,643.61 + $2,955.47 = $24,599.08

County's advance deposit	$28,600.00
County's share of construction costs	24,599.08
Amount due County	$ 4,000.92

1571

Reference: Billing Form CC ~~1569~~

7831 - 1-21-74

STATE COPY

cc: OSHD (E S Hunter)
Region
Wash DC

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-23-107(1)	Malheur	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of a 120-foot long, 28-foot wide reinforced concrete bridge with connecting roadway and aggregate base on the Bully Creek (Greenfield Road) Bridge Section of FAS Route 23-107 located approximately five miles west of Vale in Malheur County, Oregon.

JAN 22 1974

REGIONAL OFFICE

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Miller Construction	$ 123,938.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* _____

TITLE _____

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 28 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
2010	119'	28	X020	0.023

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
R. A. Nichols	March 30, 1973

12. IN COMPANY WITH
C. Duval, Resident Engineer, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE		16. SIGNATURE: Original signed by E. J. Valach E. J. Valach Dist. Engineer	
14. TITLE: Area Engineer	15. DATE: 1-18-74	17. TITLE: District Engineer	18. DATE: JAN 22 1974

NOTED
E. S. HUNTER

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

5

7831

May 29, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

On May 24, 1973, we wrote to you concerning release of final payment on Contract No. 7831 awarded to Miller Construction Company for work on the Bully Creek (Greenfield Road) Bridge Section of FAS Route 23-107 in Malheur County.

Final payment on this contract is $4,575.54 and the total contract amount is $108,932.96 including $829.99 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc General Insurance Co. of America
P. O. Box 7688
Boise, Idaho 83707

Miller Construction Company
Box 8226
Boise, Idaho 83707

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

7831

May 23, 1973

TO Oregon State Highway Commission

FROM F. B. Kinboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7831, Work Completed April 3, 1973

Project Bully Creek (Greenfield Rd.) Bridge

Highway VAS 23-107, County Malheur

Type of Work Grade, Base and Structure

Contractor Miller Construction

Recommended Acceptance Date May 22, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

BMW:pr
cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher

fas 23-107
Malheur

OREGON STATE HIGHWAY DIVISION

REGION V UNIT

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

May 7, 1973

Malheur County Court
Courthouse
Vale, Oregon 97918

Gentlemen:

RE: Bully Creek (Greenfield Rd.) Bridge
F.A.S. Highway 23-107

Under date of August 29, 1972 the State and County entered into an agreement for construction of subject project within your jurisdictional boundary. The agreement provided that certain roads would be revised as a result of the construction. It also provides that, upon completion of the project, the County would assume all maintenance, jurisdiction and control of these roads and that State would transfer to County all State's right, title, and interest therein by completion of the required documents.

The project is now completed, and by this notice these roads shall pass to you for jurisdiction, maintenance and control on April 23, 1973.

If you or your representative would like to review this matter, please contact me at your earliest convenience so we may conclude our obligations.

Very truly yours,

Wendell E. Schwartz
Regional Engineer

GS:sh

cc Maintenance
Construction
R/W
County & City
Design
Bridge

RECEIVED
COUNTY & CITY SECTION
MAY 11 1973
☑ ENGR. ☑ CSOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

7831

5

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bully Creek (Greenfield Rd.) Bridge		WEEK ENDING: April 15,1973
		SECTION PREFIX: 523-1030
HIGHWAY: FAS Route 23 - 107		COUNTY: Malheur
NAME OF JOB: Bully Creek (Greenfield Rd.) Bridge	KIND OF WORK: Grading, Base, and Structure	
CONTRACTOR: Miller Construction Company	CONTRACT NUMBER: 7831	FEDERAL AID PROJECT NUMBER: S - 23 - 107 (1)
DATE OF CONTRACT: October 16, 1972	DATE WORK STARTED: November 7, 1972	ESTIMATED COMPLETION DATE: April 3,1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 137
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 91%
PROJECT AUTHORIZATION: $142,939.63		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $131,605.21	ENGINEERING AUTHORIZATION: $11,334.42	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $117,706.17	This Week: 257.47	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10.5%	ENGINEERING COST TO DATE: $10,767.09	DATE PROJECT WAS COMPLETED: April 3,1973
	PERCENT OF AUTHORIZATION 95 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	Base	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11	0.11			
MILES PARTIALLY COMPLETED	0.11	0.11			
MILES COMPLETED	0.11	0.11			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,390 CuYd	1,400 CuYd			
TOTAL QUANTITIES CORRECTED TO DATE	2,144	908			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,144	908			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13563							
PERCENT		Calendar						

		WEATHER	Days CHANGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15		0		Project complete as of April 3,1973.
MONDAY	16	Cloudy - Cool	0		
TUESDAY	17	Overcast - Cool	0		
WEDNESDAY	18	Pty Cloudy-Cool	0		
THURSDAY	19	Pty Cloudy-Cool	0		
FRIDAY	20	Clear - Cool	0		
SATURDAY	21		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	PROJECT COMPLETE.
MONDAY 16	
TUESDAY 17	
WEDNESDAY 18	
THURSDAY 19	
FRIDAY 20	
SATURDAY 21	

Status of Work:

REMARKS

Project complete. Semi-final will be submitted April 20, 1973.
Third Notification will be submitted when contractor submits wage certification.

SIGNED _____ LOCATION Ontario

Curtis H. Duval, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-FB18

fas 23-107
Malheur Co

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

4 - 5 - 70

Project Name Bully Creek (Greenfield Rd) Brg. Contract No. 7831

Highway FAS 23-107 Prefix No. 523-1030

County Malheur F. A. No. S-23-107(1)

Final inspection made on 4-02-73 (date) by Dale Allen

in company with C. H. Duval

CHECK LIST

Date		Date	
4-02-73	Construction signs removed.	3-30-73	Opened to traffic.
N/A	Salem Office notified to rescind construction speed zone.	*	Division materials certification submitted.
4-02-73	Contractor removed equipment from project.		
4-03-73	Roadside cleanup completed.		

* Will be submitted with Semi-Final Estimate.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

General appearance and workmanship good. County crews need to remove old truss.

All contract work on this project has been completed and recommendation is made for acceptance on 4-02-73 (date). The semi-final estimate will be submitted about 4-20-73 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer
Bridge Engineer
County-City Engineer

RECEIVED
COUNTY & CITY SECTION
APR - 5 1973
ENGR. COOR. UE
UPE CE RE RPE

D. K. Allen (signed)
Regional Maint. Engr. (title)

H-7831

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-26	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	(~~PROJECT~~)	COUNTY
3	11-2-72	Malheur
		PROJECT NO.
		S-23-107(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co.Rd. 4.5 mi. S.W. of Vale, N. 0.13 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-6-72	0.142
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 142,938	$ 90,850

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
~~Acting~~ (Division Engineer)
G. L. Green

Date executed by Division Engineer NOV 2 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable.

"As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1."

GPO 906-714

Oregon State Highway Division

Federal-aid Project
No. S-23-107(1)

BULLY CREEK (GREENFIELD RD.) BRIDGE SECTION

CO. FAS 23-107 IN MALHEUR COUNTY

Salem, Oregon, October 27, 1972

Project Agreement Estimate.

Type Code 2010
Roadway (Sta. 1+00 to Sta. 4+26.75)(Sta. 5+46.75 to Sta. 8+50)

Temporary Protection and Direction of Traffic	All Required		$ 3,200.00
Clearing and Grubbing	All Required		1,100.00
Removal of Structures and Obstructions	All Required		600.00
General Excavation	3,000 cu.yd.	4.00	12,000.00
Toe Trench Excavation	170 cu.yd.	4.00	680.00
Trench Excavation	220 cu.yd.	6.50	1,430.00
Finishing Roadbed and Slopes	All Required		1,650.00
Watering	60 M-gal.	4.50	270.00
Coarse Aggregate Base	1,400 cu.yd.	6.50	9,100.00
36-inch Culvert Pipe	66 lin.ft.	20.00	1,320.00
48-inch Irrigation Pipe	90 lin.ft.	33.00	2,970.00
36-inch Irrigation Pipe	66 lin.ft.	20.50	1,353.00
Diversion Box	1 only	1,500.00	1,500.00
Guard Rail, Type 2A	200 lin.ft.	9.00	1,800.00
Extra for Guard Rail Bridge Connection	4 only	200.00	800.00
Loose Riprap, Class 100	20 cu.yd.	17.00	340.00
Loose Riprap, Class 700	1,100 cu.yd.	15.00	16,500.00
			$56,613.00
Flagging (60% of Contractor's Cost)	All Required		$ 300.00
Temporary Erosion Control	All Required		200.00
Seeding and Mulching	All Required		500.00
Clean Up Quarry Pit	All Required		1,000.00
			$ 2,000.00
Subtotal			$58,613.00
Engr. & Cont.			7,912.00
Total			$66,525.00

Type Code X020
Greenfield Bridge No. 13563 (Sta. 4+26.75 to Sta. 5+46.75)

Structure Excavation	35 cu.yd.	5.00	$ 175.00
Furnish HP 10x42 Steel Piling	1,845 lin.ft.	6.00	11,070.00
Drive Steel Piles	34 only	220.00	7,480.00
Splice Steel Piles	8 only	75.00	600.00
Class "A" Concrete (240 cu.yds.)	All Required		33,600.00
Reinforcement (60,000 lbs.)	All Required		10,800.00
Metal Rail	240 lin.ft.	15.00	3,600.00
	Subtotal		$67,325.00
	Engr. & Cont.		9,088.00
	Total		$76,413.00

Length of Roadway - - - - - - 0.119 Mile
Length of Structure - - - - 0.023 Mile

Total - - - - 0.142 Mile

Cost of Grade & Base
Per Mile- - - - - - - - - - $559,033.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 66,525.00	$42,282.00	$12,121.50	$12,121.50
Structure	76,413.00	48,568.00	13,922.50	13,922.50
Totals	$142,938.00	$90,850.00	$26,044.00	$26,044.00

Group 1 = 100%

Prefix: 523-1030

Contract No. 7831

OREGON STATE HIGHWAY DEPARTMENT

GHWAY DEPARTMENT INVOICE

NO. 110071

FORM A-180 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-24-72	cc 1312		523-1030-297

Malheur County
Courthouse
Vale, Oregon 97918

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Hon. Ellis A. White, Judge Advance Deposit			$ 28,600.00
Partial transfer of the advance deposit for the Bully Creek (Greenfield Road) Bridge Section, FAS 23-107			21,600.00
Covered by agreement dated 7-27-71			
to be retained			$ 7,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ COOR. ☑ LE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

October 18, 1972

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Hon. Ellis White
Judge

Re: Bully Creek (Greenfield Rd.) Bridge
FAS 23-107
Malheur County

Gentlemen:

This is to acknowledge the receipt of $28,600 from Malheur County for the advance deposit for this project.

Accompanying this letter is a copy of the plans and a copy of the contract #7831 for your files.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

Malheur
FAS 23-107

October 2, 1972

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Hon. Ellis White
Judge

Gentlemen:

On September 28, 1972, a satisfactory bid was received from the Miller Construction Company, Boise, Idaho 83301, for the Bully Creek (Greenfield Road) Bridge Section, FAS 23-107. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$123,938.00
Flagging	300.00
Temporary Erosion Control	200.00
Seeding and Mulching	500.00
Clean-up Quarry Pit	1,000.00
9% Engineering	11,334.42
4½% Contingencies	5,667.21
Estimated Total Cost	$142,939.63

County Advance Deposit:

20% of $142,939.63 = $28,587.93, or say $28,600.00

Please make this advance deposit in the amount of $28,600.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

ENGR. COOR. DE AE UE
UPE CE RE RPE

TRANSACTION NUMBER 9-14

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-6-72

BY (Signature): MR. YOUNG'S SEPTEMBER 1, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1102 THRU ____		
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1102	S-23-107(1)	0.13	135,000	85,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
BULLY CREEK (GREENFIELD ROAD) BRIDGE SECTION. MALHEUR COUNTY	GRADE, DRAIN, LOW TYPE SURFACE AND ONE STRUCTURE.

9-12-72 Young

RECEIVED
STATE HWY ENG.
SEP 11 '72
AEJ

NOTED
TOM EDWARDS

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

FOR FILE 7831

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 9-6-72	SIGNATURE AND TITLE ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

SEP 5 - 1972

7831

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 1, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project S-23-107(1)

We are submitting program data for one Secondary Project, Item No. 1102, Project No. S-23-107(1) (Safety), "Bully Creek (Greenfield Road) Bridge Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on September 28, 1972.

Enclosed is one copy each of State and District 14 Clearinghouse letters of approval dated August 25, 1971 and September 21, 1971, respectively.

This project qualifies under PPM 21-16 as a safety improvement of the highway by elimination of the traffic hazard presented by the existing narrow bridge. The existing structure (12-foot horizontal clearance) presents a potential traffic hazard to the traveling public of such a magnitude that the Highway Division and the County have concluded that the hazard rating would place the bridge among the top priorities of bridges within the County's FAS system needing replacement.

Enclosures

JG:kds

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERA

9-1-72

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21					ADT	PRESENT	FUTURE (66)		
	1	Co. Rd. 4.5 mi. S.W. of Vale, N. 0.13 mi. 65						120*	190		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28			NATL. FOREST (63)(68)	FH ROUTE NO. (60)(62)	SUPV. AREA (69)	DA CLASSIF. (70)	DA AREA (73)	EMERG. (72)		
	Gr., Dr., Low-Type Surf., 1 Str. 62										
CARD 4	CLASS OF FEDERAL FUNDS								COUNTY NA		
	Secondary								ROUTE NO. S		
	NAME OF URBAN AREA 17-31										

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42 43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED TOTAL ESTIMATED COST (59)(64)	ESTIMATED FEDER (67)
1	(14-19)	(16)	41							
5					PE		Co. Rd. 4.5 mi. S.W. of Vale, N. 0.13 mi.			
5					ROW					
5					CONST (CODE) (Safety) 2010 X020		"Bully Cr. (Greenfield Rd.) Bridge Section"	0.13	135,000	85
								0.13	135,000	85
									(16)	(23)(24)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		120*	190	92	10	Oregon	35	022	1102

AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
					S-	23-107	(1)		

COUNTY NAME: Malheur — CODE: 045

ROUTE NO. S — FEDERAL-AID: 23-107 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.13	135,000	85,800	24,600	24,600 (Co.)	Construct one reinf. conc. slab span bridge (L. 120', H.C. 28') & gr., dr., L.T. surf. 28' approach roadways at both ends of br., install guardrail, place necessary riprap, & remove extg. str's. (County to place wearing surf. aggregate.) ROW - 50' min.; Access control - none; Parking restrictions - none.
0.13	135,000	85,800	24,600	24,600 (Co.)	

REMARKS

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Existing Facility:
Proposed Facility - - Located line only.
Traveled Way - - - - 20-foot gravel surface including shoulders and one steel pony truss, L. 94', H.C. 12'.

Adjacent Sections: 20-foot gravel surface including shoulders.

Project Data: Construct, on new alignment, one reinforced concrete slab span bridge (Br. No. 13563) 120 feet long with a horizontal clearance of 28 feet. Grade, drain and low-type surface approach roadway, at each end of bridge, to accomodate a completed facility 28 feet in width including shoulders. Also install guard rail at each end of the bridge, place necessary riprap, remove existing structures and revise irrigation facility, within limits of project, as required.

Roadway Type Code - - - - - - - - - - - - - - Est. Cost $60,000
Structure Type Code X020 - - - - - - - - - Est. Cost $75,000

NOTE: County will place wearing surface aggregate.

*The DHV is 17 for this location and therefore, the structure's 28-foot horizontal clearance and 28-foot roadway approach width fall within the minimum standard allowed under the Secondary Road Plan.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: Will be made by County as required.

System Action, Water Development, Railroads, Recreational and Historical Areas:
None involved.

Negative Environmental Declaration: Concurred in by FHWA August 31, 1972.

State and District 14 Clearinghouse: Approval letters dated August 25, 1971 and September 21, 1971, respectively.

EENFIELD RD.) BRIDGE SECTION
OJECT NO. S-23-107(1)

Public Hearings: Offered February 23, 1972 and March 1, 1972. No requests for a hearing were received. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. made under the provisions of the "Secondary Road Plan" on August 14, 1972.

Location/Design Approval: Granted August 31, 1972 under the "Secondary Road Plan".

Route Data: This is a farm-to-market road, a school bus route and a mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project qualifies under PPM 21-16 as a safety improvement of the the highway by elimination of the traffic hazard presented by the existing narrow bridge. The existing structure (12-foot horizontal clearance) presents a potential traffic hazard to the traveling public of such a magnitude that the Highway Division and the County have concluded that the hazard rating would place the bridge among the top priorities of bridges within the County's FAS system needing replacement.

RECEIVED
SEP 6 - 1972
FOR FILING

7831

September 1, 1972

Malheur County Court
Courthouse
Vale, Oregon 97918

MISC. CONTRACTS and
AGREEMENTS No. 45555

Attention: Robert Moroom
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement with Malheur County pertaining to the Bully Creek Bridge Section of the Greenfield Road, FAS 23-107.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

LOCATION - DESIGN APPROVAL

COUNTY: Malheur

SECTION: Bully Creek (Greenfield Road) Bridge

FAS NO.: 23-107

ROAD NAME: Greenfield Road

PROJECT DESCRIPTION:

Construct a reinforced concrete bridge 100 feet long and 32 feet wide, grade and surface approximately 700 feet of roadway, place riprap, install guardrail, remove existing structure.

ESTIMATED COST: $135,000

HIGHWAY COMMISSION APPROVAL: July 27, 1971

HEARING: Hearing offered, no requests received

STATE CLEARINGHOUSE REVIEW: August 25, 1971

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: August 14, 1972, by F. B. Klaboe

ENVIRONMENTAL STATEMENT: Negative Declaration, FHWA concurrence August 31, 1972

REMARKS:

APPROVED: August 31 19 72

E. J. Countryman

Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
1 - 1972
ENGR. ☑ UE
UPE CE RE PPE

BULLY CREEK (GREENFIELD) BR.

GREENFIELD RD.

Malheur County

Jas 23-101

Colly Cr. (Greenfield Rd) Bridge — ESTIMATE — Malheur Co

Dog 6291

Malheur County - U.S.A.

5-21-72

No.	Item		Price	Amount
1	Temporary Protection and Direction of Traffic	All Spec.		5500-
2	Clearing and Grubbing	All Spec		1000-
3	Removal of Structures and Obstructions	All Spec		2000-
4	General Excavation	3,000 Cu Yds	1.50	4500.00
5	Toe Trench Excavation	170 Cu Yds	2-	340.00
6	Trench Excavation	220 Cu Yds	5-	1100.00
7	Finishing Roadbed and Slopes	All spec.		500
8	Watering	60 M-Gal	5.00	300.00
9	Coarse Aggregate Base	1,400 Cu Yds	6.00	8400.00
10	36-inch Culvert Pipe	66 Lin Ft	17.50	1155-
11	48-inch Arch Type Culvert Pipe	90 Lin Ft	27.00	2430.00
12	36-inch Irrigation Pipe	66 Lin Ft	20.00	1320.00
13	Diversion Box	1 Only	5000-	5000.00
14	Guard Rail, Type 2A	200 Lin Ft	6.00	1200.00
15	Extra for Guard Rail Bridge Connection	4 Only	250-	1000.00
16	Loose Riprap, Class 100	20 Cu Yds	15-	300.00
17	Loose Riprap, Class 700	1,100 Cu Yds	15-	16500.00

from Programing

RECEIVED
COUNTY & CITY SECTION
AUG 21 1972
ENGR. CO.JR. LE AE UE
UPE CE RE RPE

Bailey Co. (Greenfield Rd.) Bridge

ESTIMATE

Structure		Price	Amount
Structure Excavation	35 Cu Yds	10-	350
Furnish HP10x42 Steel Piling	1845 Lin Ft	8-	14760
Drive Steel Piles	34 Only	200-	6800-
Splice Steel Piles	8 Only	45-	360 -
Class A Concrete (240 cy @ 115)	All Reqd		27,600-
Reinforcement (60,000 lbs @ 0.18)	All Reqd		10, 800-
Metal Rail	240 Lin Ft.	20-	4800
		Total	$118,015
Authe Add Items			
Flagging			300
Temp. Erosion Control			200
Seeding & Mulching			500
		Total	$119,015
13½ % E & C			16,067.03
		TOTAL	$135,082.03

RECEIVED
COUNTY & CITY SECTION
AUG 2 1 1972
☐ ENGR. ☑ COOR. ☐ ☐ ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

7831

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 17, 1972

Keep

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

#7831

Dear Mr. Green:

Re: Negative Declaration
Bully Cr. (Greenfield Rd.)
Bridge Section
FAS 23-107(6) Malheur Co.

This negative declaration is preceding our location and design approval for the subject FAS project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located at the point where Greenfield Road crosses Bully Creek approximately 4.5 miles southwest of Vale in Malheur County.

The proposal consists of construction of a new reinforced concrete bridge 100 feet long, having a 28-foot wide roadway; plus the placement of necessary riprap and required guardrail, and removing the existing structure. Approximately 700 feet of realigned roadway will be graded and gravel surfaced to a top width of 28 feet. The proposed structure will be located approximately 300 feet upstream from the existing bridge.

PURPOSE OF PROJECT The purpose of the project is to replace an existing obsolete substandard light-weight steel truss bridge consisting of a span 94 feet long and 13.5 feet wide. The existing structure, built in 1908, is presently posted with an 8-ton load limit. The proposed project, being on new alignment, will eliminate two sharp curves.

EXISTING ENVIRONMENTAL SETTING

Bully Creek is a small brush-lined stream meandering down from the northerly foothills into the Malheur River Valley in the north-central section of Malheur County. The brushy creek bottom is lined with willows, cattails and other common types of stream-oriented vegetation. The streambed is composed of alluvial gravels and attendant small gravel bars.

The land in the surrounding area consists of small and medium-sized irrigated farms where hay, grain, livestock and dairying provide the basic economy. Other lands, having no irrigation facilities, are covered with sagebrush, tumbleweeds and other typical plants found in the arid regions of Eastern Oregon. Population is sparse and predictable growth patterns for Malheur County indicate projected traffic increase factors of 1.3 for 15 years and 1.4 in the next 20 years. 1971 traffic counts reveal an ADT of 120 at the proposal site.

Bully Creek Reservoir, located approximately 6 miles upstream from the proposed project site, has afforded considerable flood control since its construction in 1963, and provides water storage for irrigation purposes. The reservoir has also grown in popularity for water-associated recreation opportunities; however, Bully Creek, below the reservoir and in the vicinity of the project site has virtually no recreation potential.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Greenfield Road, on which the proposal is located, is both a farm-to-market road and connector between two state highways. It also provides mail and school bus services and serves as an access to the Bully Creek Reservoir recreation area. The most significant impact of the proposed project will be the provision of a safe and convenient route for the local community and the traveling public. Benefits will accrue to the county in reduced maintenance costs.

Since the proposal is on revised alignment, it will be necessary to acquire approximately one acre of brushy, nontillable creek bottomland for right-of-way purposes. No person will be displaced from his property. Agricultural operations will not be impaired and all road approaches will be restored.

There are no public parks, recreation facilities, wildlife refuges, or registered historical sites that will be affected by the project.

The State Clearinghouse, after referral to appropriate State agencies for review, approved the proposal on August 25, 1971 with the provisions "...that water quality be maintained during the construction period." The Southeast Council of Governments gave unaminous approval to the project on September 16, 1971 without comment.

All necessary precautions, including construction during low water, will be taken to maintain water quality of Bully Creek. The aquatic habitat and the surrounding natural environment will remain unimpaired. Federal, state and local regulations concerning erosion control, air pollution, and water quality will be enforced.

The existing bridge and roadway will remain open to traffic to serve as a detour during construction. Minor inconvenience will be experienced by the motorist. Adequate flagging, signing, and barricades will be provided for the temporary control of traffic.

Bicycle trails or walkways will not be constructed because of the lack of need or probable use, the isolation of the project, sparsity of population, and the absence of any similar facilities adjacent to the project.

Malheur County offered the opportunity for a public hearing, but no requests were received and none was held.

BASIS FOR NEGATIVE DECLARATION The proposed project is considered an important element in the development of Malheur County's transportation system and is necessary for public safety. The benefits of the finished project will outweigh any temporary inconvenience to the road user and the minor loss of private land. The detrimental impacts, if any, to the local environment will be negligible, with no significant adverse effects on the quality of the human environment.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Malheru County, and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By R. L. Schroeder

R. L. Schroeder
Assistant State Highway Engineer

RHP:ljt dg

Endorsement to Oregon State Highway Division

Concur G. L. Green

Date 8-31-72

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
V. D. Wolfe
R. E. Royer
L. H. Young
W. E. Schwartz

ADT 20 1972 DHV 17
190 1992 27

SAFETY: Yes

MEMO TO R. N. CHASE Date: August 15, 1972

FAS 23-107, Malheur COUNTY, Bully Creek (Greenfield) Bridge SECTION

TERMINI: Approximately 0.2 miles north of junction with FAP 31

PROPOSED WORK: Structure, grade, drain, base, irrigation

PROJECT LENGTH: Approximately 700'

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	100,000	60,000	20,000	20,000	

EXISTING FACILITIES: 94' steel pong truss with a 12' roadway. An 18' to 20' roadway at each end of bridge.

ADJACENT SECTIONS:

NORTH/~~EAST~~ END: An 18' to 20' gravel roadway

SOUTH/~~WEST~~ END:

PROJECT DATA:

Construct a concrete bridge on new alignment, structure to be 120 feet long with a 28-foot clear roadway. Also construct the approaches and connections to have top gravel roadway of 28-foot width. Install guardrail and make changes in the irrigation within the limits of the project. Contractor to remove and dispose of old bridge. Contractor to place any necessary riprap.

RIGHT-OF-WAY: 50' minimum

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: No requests - none held. Advertised 2/23/72 and 3/1/72
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA:

This is a farm-to-market road and is a school bus and mail route.

Park and recreation area affected No
Relocation assistance No one moved

Social, economic & environmental effects considered Yes
Location and design approved ---
Clearinghouse approved 8/25/71
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Negative Declaration ---
Council of Governments (A-95 review) 9/16/71

MEMO TO FILES

Re: Bully Creek (Greenfield) Bridge
Greenfield Road, FAS 23-107
Malheur County
Hearing Certification

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Bully Creek (Green field) Bridge Section of Greenfield Road, FAS 23-107, in Malheur County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Malheur County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By _____ Date: August 14, 1972
Deputy State Highway Engineer

FHP:lat
8/14/72

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
August 2, 1972

To: Mr. W. E. Schwartz
Regional Engineer
LaGrande, Oregon

SUBJECT: Bully Creek (Greenfield Rd.) Bridge
Greenfield Rd. FAS 23-107
Malheur County

Accompanying please find the following items for the subject project:

1 folder including - Typical Section
Subgrade Profile calculations
Quantity of Excavation and Embankment
Quantity of CA and Leveling Course
Quantity of RipRap

1 book including - Earthwork field notes
Transit ties to Sec. Cor. $\frac{4/3}{9/10}$ T. 19 S. R. 44 E. W.M.

1 set Vicinity Map showing - County Right of Way To be sent later
Section Lines
Irrigation System
Additional Field Access Rd. approach
Limits of Grading
Earth Berms on existing road

1 set Preliminary Plans

1 roll #1 - Earthwork Cross-sections

1 roll #2 - Location of Gravel Source and RipRap Source

Curtis H. Duval

Curtis H. Duval
Resident Bridge Engineer

cc: file

Cox
County City

FORM E-30

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ AUG 4 1972
RDE ☐ RECEIVED REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
August 2, 1972

SUBJECT: Bully Creek (Greenfield Rd.) Bridge
Greenfield Rd. FAS 23 - 107
Malheur County

To: Mr. W. E. Schwartz
Regional Engineer
La Grande, Oregon

Please find enclosed the following items for the subject project which were not submitted with Mr. C. O. Fredrickson:

1 - Vicinity Map showing - County Right of Way
Section Lines
Irrigation System
Additional Field Access Road approach
Limits of Grading
Earth Berms on Existing Road

1 - Ownership Map

2 - copies of Title VI

I believe it is the County's responsibility to acquire the required right-of-way. To our knowledge, they have not done so to date. Also, access roads are under the County's juridiction.

Curtis H. Duval
Resident Bridge Engineer

cc: file

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
July 19, 1972

To: W.E. Schwartz
Regional Engineer
La Grande, Oregon

SUBJECT: ~~2nd Cover Letter~~
Bully Creek (Greenfield) Br.
Section FAS 23-107
Malheur County

THE ENCLOSED WAS INADVERTENTLY LEFT OFF OF THE PRECEDING COVER LETTER.

Please find enclosed, a copy of the Malheur County Courts letter asking for additional work to be included under the Contract to be let for subject project.

Item 1. The irrigation pipes have been placed on drawing No. 27917 and returned to Mr. Hart.

2. Grading, pit run base and rip rap quanitities are being calculated and will be submitted. The Counties pit run base source is approx. ¼ mile N.E. of the begining of the project. The rip rap will come from the Vale Butte Quarry. I have obtained verbal permission from the B.L.M. for use of this source for Subject Project. A permit will be issued when needed.

The necessary information for remaining Items has been submitted.

Curtis H. Duval

Curtis H. Duval
Resident Bridge Engineer

Encl.

cc: Walt Hart
H.S. Cox
file
Lyle Watson

RECEIVED
COUNTY & CITY SECTION
JUL 20 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

The County of Malheur

VALE, OREGON

July 14, 1972

Curtis H. Duval
Resident Bridge Engineer
Highway Division
Department of Transportation
359 S. W. 4th Avenue
Ontario, Oregon 97914

Re: Bully Creek (Greenfield) Bridge
Section - FAS 23-107
Malheur County

Dear Mr. Duval:

The original project request by the County was for a structure only.

The County has now requested that the following items be added to that original project:

1. Three irrigation pipes be installed as shown on state drawing No. 27917.

2. Complete the grading for the connections and approaches, place pit run base from county gravel source and place rip rap as required.

3. Guardrail is to be furnished by the contract and stock-piled at the site or in the county maintenance yard. County will install.

Work by County:

1. County to remove existing bridge after new structure completed.

2. Place 3/4" level course.

RECEIVED
COUNTY & CITY SECTION
JUL 20 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Curtis H. Duval (2) July 14, 1972

Due to structural design, no paving will be done at this time. This is a gravel road.

Yours truly,

Malheur County Court

Ellis A. White

By Ellis A. White
Malheur County Judge

EAW:lp

RECEIVED
CURTIS H. DUVAL, Res. Bridge Engr.
JUL 17 1972
Routing
Noted

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
July 18, 1972

To: W.E. Schwartz
Regional Engineer
La Grande, Oregon

SUBJECT: Additional Work
Bully Creek (Greenfield Rd.)Br.
Section FAS 23-107
Malheur County

Please find enclosed, a copy of the Malheur County Courts letter asking for additional work to be included under the Contract to be let for subject project:

Item 1 The irrigation pipes have been placed on drawing no. 27917 and returned to Mr. Hart.

2. Grading, pit run base and rip rap quanitites are being calculated and will be submitted. The Counties pit run base source is approx. ¼ mile N.E. of begining of project. The rip rap will come from the Vale Butte Quarry. I have obtained verbal permission from the B.L.M. for use of this source for subject Project. A permit will be issued when needed.

The necessary information for remaining items has been submitted.

Curtis H. Duval
Curtis H. Duval
Resident Bridge Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 20 1972
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Encl: — None } See 7/19/72

cc: Walt Hart
H.S. Cox

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 13, 1972

Hon. Ellis A. White
County Judge
Malheur County Courthouse
Vale, Oregon 97918

~~Bully~~ Creek (Greenfield Rd.) Bridge Section
FAS 23-107
Malheur County

Dear Judge White:

Will the right-of-way you have for this project at this time be of sufficient magnitude to cover the additional work you have asked us to include in the project?

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:lat

July 14, 1972.
yes, right-of-way is sufficient.
Ellis A. White
County Judge

RECEIVED
JUL 14 1972
MALHEUR COUNTY

RECEIVED
COUNTY & CITY ENGR.
ENGR. SURV. RE UE
UPE CE RE PE

Copy to:- John Oaks
C.G. Swanson
R.N. Chase
W.E. Schwartz

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 23-107

Project Name
Bully Creek (Greenfield Rd.) Br. Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon,

this 26th day of June, 1972

Malheur County

Ellis A. White
Judge

E W Mays
Commissioner

Henry Esplin
Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 29 1972
ENGR. COOR. CE TE UE
UPE CE RE PPE

(5/12/70)

FAS 23-107

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 9, 1972

TO Mr. H. S. Cox
County-City Engineer

FROM L. L. Wallace
L. L. Wallace
Bridge Design Engineer

SUBJECT Bully Creek Bridge FAS-C
Bully Creek (Greenfield Road)
Malheur County

Enclosed are two each of drawings 28258 and 27917 for the Bully Creek Bridge. These drawings are for your use in obtaining County approval for this structure.

Our engineering estimate for the structure is $88,000. This cost does not include end fills placement, additional roadway approach work, irrigation pipe required, channel realignment and slope treatment. No cost for removal of the existing bridge was included. We assumed the above items would be done by County forces. An allowance of $12,000 for Class 100 rock riprap was included.

memo

Please inform this office when County approval is obtained or if additional work should be included by the State contract.

JA:dh
Enclosures

cc R. W. Ellison

Item #18
page 4 of schedule

RECEIVED
COUNTY & CITY SECTION
JUN 12 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

RECEIVED
JUN 19 1972
FOR FILING
STATE OF OREGON
1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7831

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 7, 1972

cc's sent 6/9/72:

E. S. Hunter
L. H. Young
W. J. Hart (5)
C. G. Swenson
W. H. Teabeau
F. E. Terpin (5)
W. E. Schwartz (2)
L. W. Rulien (4)
J. B. Boyd (6)

Mr. George M. Bladwin
Administrator of Highways
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of May 31, 1972, in which you requested our comments on five projects to be let July 27, 1972.

At this time we can comment on four of the projects as follows:

1. Clear Creek Bridge Section
   Woodburn-Estacada Highway
   Clackamas County

2. Sanderson Bridge Section
   Albany-Lyons Highway
   Linn County

3. Blind Slough (Barendse Rd.) Bridge Section
   FAS 757
   Clatsop County

4. Bully Creek (Greenfield Rd.) Bridge Section
   FAS 23-107
   Malheur County

NOTED
E. S. HUNTER

On the clear Creek Bridge Section and the Sanderson Bridge Section, we have submitted stipulations through the material removal permits, and this should suffice for protection of fish life.

Regarding Blind Slough Bridge (FAS 757), we submitted recommendations via a letter on January 17, 1972, asking that construction in and adjacent to the water be confined to a period from June 1 to September 1 in the interests of both fish life and the angling public.

On Bully Creek Bridge Section (FAS 23-107), we do not anticipate any wildlife resource problems.

We will reply as soon as possible on Fern Rock Creek-South Fork Gales Creek Section, after our district biologist has reviewed the plan.

Thank you for the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

MEMO TO FILES

June 2, 1972

Re: Bully Creek (Greenfield) Bridge Section
FAS 23-107
Malheur County

The original project request by the County was for a structure only.

The County has now requested that the following items be added to that original project:

1. Two irrigation pipes be installed.

2. Complete the grading for the connections and approaches. The County will place the rock and do the paving.

3. Guardrail is to be furnished by the contract and stock-piled at the site or in the county maintenance yard. County will install.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: Hon. Ellis White, County Judge
Curtis Duval, Resident Engineer
Victor D. Wolfe
Frank L. Hall
C. G. Swenson

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

May 24, 1972

Re: Negative Declaration
Bully Creek (Greenfield Road)
Bridge Section
FAS 23-107
Malheur County

Dear Mr. Simpson:

This negative declaration is preceding our location and design approval for the subject FAS project.

The proposed project is located at the location where Greenfield Road crosses Bully Creek approximately 4.5 miles southwest of Vale in Malheur County.

The proposal consists of constructing a reinforced concrete bridge 100 feet long and having a 28-foot wide roadway, plus placing necessary riprap, installing required guardrail and removing the existing structure. Malheur County will construct the approaches and connections. The new structure will be approximately 300 feet upstream from the existing bridge.

The purpose of the proposal is to replace an existing obsolete sub-standard steel truss bridge consisting of a light weight steel span 94 feet long and 13.5 feet wide. The existing structure was built in 1908 and is presently posted with an 8-ton load limit. The proposed project, being on new alignment, will also eliminate two sharp curves from the alignment of the existing roadway.

Greenfield Road, on which the proposed project is located, is considered as a farm-to-market road and a connector between two state highways. It also provides mail and school bus services, and serves as an access to the Bully Creek Reservoir recreation area. The most significant impact of the proposed project will be in providing a safe and convenient route for the local community and the traveling public. Benefits will also accrue to the county in reduced maintenance costs.

Since the proposal is on revised alignment, it will be necessary to acquire approximately one acre of brushy, non-tillable creek bottom land for right-of-way purposes. No one will be required to be relocated from his property; no agricultural operations will be impaired; and all road approaches will be restored.

There are no public parks, recreation facilities, or registered historical sites that will be affected by the project, nor are there any wildlife nesting or feeding grounds.

The State Clearinghouse, after referral to appropriate State agencies for review, approved the proposal on August 25, 1971 with the provisions "...that water quality be maintained during the construction period." The Southeast Council of Governments gave unanimous approval to the project on September 16, 1971 without comment.

All necessary precautions will be taken during construction at a time of low water levels, to maintain water quality and to ensure that Bully Creek, its aquatic habitat, and the surrounding natural environment will remain unimpaired. Federal, State and local regulations concerning erosion control, air pollution, and water quality will be enforced.

The existing bridge and roadway will remain open to traffic during construction of the new structure and only minor inconvenience will occur during realignment of the new roadway. Adequate flagging, signing, and barridades will be provided for the temporary direction and control of traffic.

Bicycle trails or walkways will not be constructed due to the lack of need or probable use, the isolation of the project, sparcity of population, and the absence of any similar facilities adjacent to the project.

Malheur County offered the opportunity for a public hearing but no one requested one and none was held.

The proposed project is an important element in the development of Malheur County's transportation system and is necessary for public safety. The benefits of the finished project will outweigh any temporary inconvenience to the road user and the minor loss of private land. The detrimental impacts, if any, to the local environment, will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by ~~Clatsop~~ Malheur County, and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By: R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State
Highway Division

Concur_____
Date_____

RHP:ljt

FAS 23-107
Hearing

The County of Malheur

VALE, OREGON

May 9, 1972

RECEIVED
COUNTY & CITY SECTION
ENGR. UPE CE RE PPE UE

H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cox;

Enclosed find copy and billing of legal notice, relative to interested persons or land owner adjacent to the proposed Greenfield road relocation and the building of a concrete bridge 100 feet in length and 28 feet wide. In addition to the legal notice, the news media has carried information of the proposed and right of request for a public hearing.

No request or interest was made to the County Court for a public hearing and therefore a hearing was not held.

The proposed project is located approximately 3 miles west and 3 miles south of Vale in Malheur County.

The proposal consists of replacing an unsafe old steel trussed bridge, single lane, light weight, steel truss span built prior to 1908 and is posted with an 8 ton load limit. It will replace the present roadway having two substandard curves of 36°, with a re-lined roadway built on the north and south section line and a lesser curve coming on to the improved oil surfaced F.A.S. road.

The purpose of the project is to replace an existing unsafe old 17 foot wide, 120 foot in length, steel bridge and to provide both a safe road and bridge for the traveling public.

The Greenfield F.A.S. road on which the project is located is considered a farm to market road and a feeder road to State Secondary Highway No. 20. Of significance is that the Greenfield road serves as a school and mail route.

The project being on revised alignment, necessitates the use of approximately one (1) acre of non-tillable, brushy land and an offset of an acre which will become irrigated pasture land. No one will be displaced by the project, the environment and operational function of

adjacent farm acreages will be improved.

All necessary precautions will be taken during construction at a time of low water levels, to prevent reoiling and to protect game fish and other creatures which inhabit the stream and banks. There are no fish hatcheries or stocking of fish in the area or on Bully Creek, below the Bully Creek Dam located about 6 miles upstream from the project.

There are no recreational facilities or wildlife, nesting or feeding ground which will be affected by the project.

The existing bridge will remain open to traffic during construction of the new structure and only minor inconvience to the road user during realignment of the roadway.

Malheur County afforded the opportunity for a public hearing, however, no one responded.

This project, although not extensive in nature, is an important factor in providing a safe arterial system for the farming community. It is both needed and desired. The benefits of the finished project will significantly outweigh any temporary inconvience to the road users and land operators. It will be a valuable improvement which completes the Greenfield Road section improvement plan. Therefore approval of this negative declaration is justified.

Yours truly,

Malheur County Court

Ellis A. White

By Ellis A. White
County Judge and Chairman

EAW:lp

Encl. 1

AFFIDAVIT OF PUBLICATION

Vale, Oregon, March 1 1972

To MALHEUR ENTERPRISE, Dr.

To pualishing attached legal notice in 2 issues $ 16.64

STATE OF OREGON }
County of Malheur } ss.

I, W. G. Auyer being first duly sworn, depose and say that I am the Forman Publisher of the printers of The Malheur Enterprise, which is a weekly newspaper of general circulation, printed and published in Vale in said county and state that such newspaper is made up of at least four pages of six columns each and af least 173-4 inches in depth of matter; that such newspaper was regularly and uninterruptedly pudlished each week for at least twelve consecutive months immediately preceeding the firsf publication of attached legal notice and has more than 200 bona fide subscribers within said county; that the legal notice of which the one hereto attached is a true and correct copy as printed, was published in the regular and entire issue of said newspaper, and not in any supplement thereof, once each week for 1 successive and consecutive weeks, being published 2 times commencing with the issue dated the 23 day of February, 19 72 and ending with the issue dated the 1 day of March, 19 72

That the amount of charge actually made and to be collected for such newspaper for such publication is $ 16.64

W. G. Auyer
Foreman Publisher of the Printers

Subscribed and sworn so before me this 1 day of March 19 72

Notary Public for Oregon

My commission expires July 3 19 74

ROAD HEARING NOTICE

Notice is hereby given that Malheur County has proposed plans for future right-of-way acquisition and construction on the Bully Creek (Greenfield Road) Bridge Section of Greenfield Road lying near the City of Vale, Malheur County, Oregon.

The proposal consists of a reinforced concrete bridge 100 feet in length and 28 feet wide.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Malheur County Court on or before March 30, 1972.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

Maps, drawings, and other information about the proposed project are available at the Malheur County Courthouse for inspection and copying. A statement regarding the environmental effects the proposal will have on the area is also available at the County Courthouse for review and information.

/s/ Judge Ellis White
Malheur County Court

Publish: Feb. 23, March 1, 1972.

CHKR. COOR. OE AE OE
UPE CE RE PDE

May 4, 1972

Hon. Ellis White
Malheur County Judge
P. O. Box 130
Courthouse
Vale, Oregon 97918

Dear Judge White:

We are scheduling the Bully Creek Bridge for the July 27 bid letting; however, before we can program the project with the Federal Highway Administration we need to clear up a few items. On the assumption that you offered a public hearing and received no request for one, will you please send the following as soon as possible:

1. Copies of your correspondence and notices to the newspapers, plus affidavits of publication.

2. A statement of whether or not any informal hearings or informational meetings were held pertaining to the project.

3. A statement that, since the County received no requests, a public hearing was not held.

4. A statement that the County has considered the social, environmental and economical effects of the location and design of the project, and that the County finds that the project is compatible to land use and to the planned arterial system. If possible, please send copies of any Planning Studies, Traffic Surveys, or Recreation Studies made with reference to land use and arterial systems in the area.

5. A Negative Environmental Declaration for the project stating that the project will have no adverse effect on the surrounding environment. You will find attached a sample Negative Declaration. Your statement should concentrate on Paragraphs 2, 3, and 4. If the project has no adverse effects on the environment, please state "how" and "why". Also state what measures can or will be taken to reduce any adverse effects, and what aspects

☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

of the project will benefit the environment. You should also attach any letters or statements relative to environmental effects of benefits from public or quasi-public officials, planning commissions, special interest clubs or groups, service districts, local State and Federal agencies, etc.

If you wish further instructions or information on any of the above, please call or write.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

For H. S. Cox
County and City Engineer

RHP:ljt

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 1, 1972

To: MEMO TO THE FILES

SUBJECT: Bully Creek (Greenfield Rd) Bridge
Greenfield Road, FAS 23-107
Malheur County

The proposed bridge site is located about 300 feet upstream from the existing structure on a new roadbed alignment. The southerly end of the bridge will be positioned approximately at the natural bank while the northerly end will be on a new fill constructed by the county. One of the design criteria requested by the local authorities was a bridge opening capable of handling a discharge of 4,000 cfs. The other criteria for establishing an allowable highwater was the floor elevation of the home belonging to Mr. Frank Elfering, Watermaster. His house is on the southerly bank near the bridge site.

The average stream gradient through the site is 0.383%. The creek is brush-lined with the floodplain on the northerly side being heavily brushed. Although the fill constructed by the county severs the floodplain, the effect will be minor since the conveyance through the heavily brushed floodplain is small. It is suggested, however, that the 40-foot bottom width channel be constructed by widening on the northerly side, thereby removing a portion of the fill constructed by the county.

The floor elevation of Mr. Elfering's house is 98.5 feet so an arbitrary elevation of 97 feet was selected for the allowable water surface elevation to be expected with a 4,000 cfs discharge. The streambed is composed of alluvial gravels and attendant gravel bars. Because of possible aggradation, the capacity of the channel was estimated for the cross-sectional area of a 40-foot bottom width channel less waterway area for an assumed gravel deposit. Under these assumed conditions the channel could convey an estimated 4,200 cfs.

Bully Creek Reservoir, located a few miles upstream, has afforded considerable flood control since its construction in 1963. The operational procedure for the reservoir is to keep 10,000 acre-feet for flood storage between October 1 and March 1 to be released at a maximum rate of 3,000 cfs after March 1; however, water will be released at in-flow rates if necessary. The spillway capacity of the dam is 10,000 cfs.

Gaging records show that immediately upstream from the reservoir the discharge in February 1957 was 8,980 cfs and in December 1964 it was 12,800 cfs. In the vicinity of the proposed bridge site the 1957 flooding was the largest of record, indicating that in 1964 Bully Creek Reservoir was effective in reducing the peak rate of runoff in the channel downstream to a safe value. The discharge and frequency shown on the hydraulic data sheet are for the uncontrolled condition upstream from the dam. Although highly improbable that this discharge will be seen below the dam, it is not altogether impossible.

Richard L. Lenz
Hydraulics Engineer

RLL:jp
cc: V. D. Wolfe
D. R. Byard
R. W. Ellison

HYDRAULIC DATA

	Design Flood	Max. Flood yr. (1957)
Discharge-c.f.s.	4200	8980
Frequency-yrs.	10	50 (+)
H.W. Elevation Natural Channel	97	98±
H.W. Elevation Channel Change		
Velocity-f.p.s.	7-8	

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity

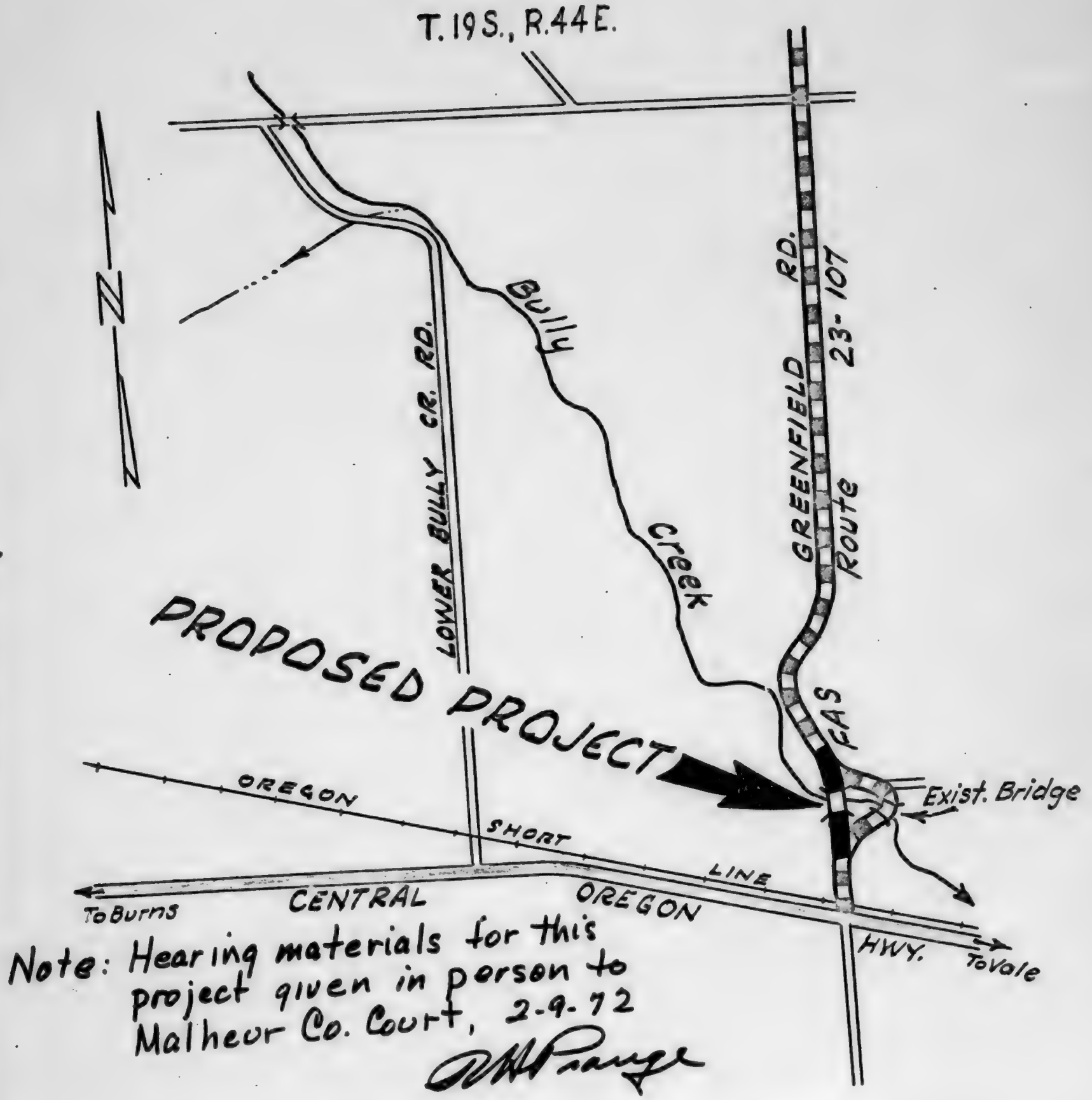
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

BULLY CREEK BRIDGE
(Greenfield Rd.)
MALHEUR COUNTY

APPROVED:

DATE: 4-26-57 BRIDGE NO. 12-5

DESIGNED LEO



Note: Hearing materials for this project given in person to Malheur Co. Court, 2-9-72

D. M. Prange

BULLY CREEK (GREENFIELD) BR.

GREENFIELD RD.

Malheur County

☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☑ DE ☐ RE ☐ UPE ☐

SALEM, OREGON
January 31, 1972

Bully Creek (Greenfield Road) Bridge
FAS 23-107
Malheur County

Mr. Victor D. Wolfe
Location Engineer
BUILDING

Attn: Mr. P. L. Carstensen

The survey data for the above project has been examined and it has been found to be consistent with the project requested by the county and approved by the Highway Commission.

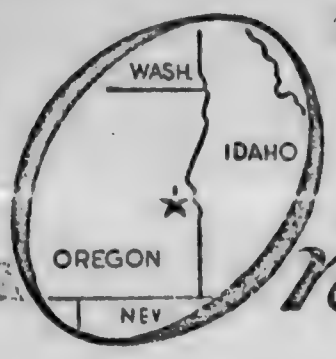
HR

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Mal Lear
FAS - CH

CITY OF



Ontario... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER
Please Direct All Coresspondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

September 21, 1971

Mr. L. H. Young
Program and Planning Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
SEP 29 1971
ENGR. COOR. CE LAE UE
UPE CE RE RPE

Dear Mr. Young:

Subject: Bully Creek (Greenfield Rd.) Bridge
FAS 23-107
Malheur County

The Southeast Oregon Council of Governments at its meeting in Burns on September 16, 1971 unanimously approved the above named project.

Very truly yours,

Albert Gaschler

Albert Gaschler, Secretary
Southeast Oregon Council of Governments

cc: September 28, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
I.D. Merchant
D.H. Mochring
W.H. Tebeau
H.S. Cox
B.L. Gifford
C.K. Ansell
H.S. Coulter

NOTED
R.D. ASBURY

BEN GIFFORD
7-28-71

NOTED
L. H. YOUNG

RECEIVED
SEP 23 1971
PROGRAM & PLANNING
DIVISION

fas 23-107

PREFIX NO. 523-1432

LOCATION PROSPECTUS
BULLY CREEK BRIDGE SECTION
FAS 23-107
MALHEUR COUNTY

9-2-71

HIGHWAY: Greenfield Road. Federal-aid Secondary No. 23-107.

TERMINI: Approximately 0.5 mile northerly of M.P. 240.69 on the Central Oregon Highway.

LENGTH: 0.03 mile.

PROGRAM: 1971 FAS-C Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for construction of a new bridge. State to prepare vicinity map. County to construct approaches and acquire right of way. Roadway can be closed during construction.

TYPICAL SECTION: 28-foot oiled roadway.

BRIDGE: New structure to have 28-foot horizontal clearance.

MATERIAL: Suitable material will be located during the survey and referenced to the project.

ACCESS: Under County jurisdiction.

AGREEMENTS: Routine FAS-C project. County to offer hearings.

September 2, 1971
Attachment

cc: Federal Highway Administration (3)
F. B. Klaboe
V. D. Wolfe
F. L. Hall
F. D. Morgan
R. N. Chase
W. N. Hackleman
R. E. Olson
R. E. Royer
F. E. Terpin
H. S. Coulter (3)
A. E. Johnson
R. N. Bothman
I. D. Merchant (4)
L. H. Young
H. S. Cox (2)
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills
R. L. Porter
E. S. Hunter
F. B. Crandall
D. H. Moehring (3)
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)

RECEIVED
COUNTY & CITY SECTION
SEP 3 1971
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UPE CE RE RPE

BULLY CREEK (GREENFIELD) BR.

GREENFIELD RD.

Malheur County

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S

Salem, Oregon
August 30, 1971

Mr. A. E. Johnson
Assistant State Highway Engineer

B U I L D I N G

Bicycle Paths
Bully Creek (Greenfield Rd.) Br.
Malheur County
FAS 23-107

COI Canal Br. at Deschutes Jct.
Deschutes County
FAS 325

Attached are copies of letters from Malheur and Deschutes Counties asking that no footpaths or bicycle trails be constructed on the subject projects.

I believe that both of these projects would fall under Section 2, Subsection 2(b) of HB 1700 which states that footpaths and trails are not required to be established if their cost would be excessively disproportionate to their need or probable use.

Because of the remoteness of both projects, I recommend that footpaths and bicycle trails be eliminated from these projects.

R. D. Asburry
Asst. Program & Planning Engineer

Attach.

RDA:ia

cc: H. S. Cox
I. D. Merchant
W. H. Tebeau

The County of Malheur

VALE, OREGON

August 25, 1971

H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: FAS 23-107 Malheur County
Bully Creek (Greenfield
Road) Bridge

Dear Mr. Cox:

The Malheur County Court, by resolution, feels that due to the isolation and short length of the project, the construction of footpaths or bicycle trails would not be practical. We also cannot justify their construction when such paths or trails will be put to so little use in that area of the county.

Very truly yours,

MALHEUR COUNTY COURT

Ellis A. White
Malheur County Judge

E W Maag
Emil W. Maag
Malheur County Commissioner

Henry Esplin
Henry Esplin
Malheur County Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 27 1971
ENGR. UE
UPE RE RPE

Copy to:
Copy to Library

CH

FAS 23-107

Have to set Resolution from

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
~~Edward E. Wesselius~~
~~XXXXXXXXXXXX~~
Director

August 25, 1971

RECEIVED
COUNTY & CITY SECTION
SEP 1 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

R. L. Porter, State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Bully Creek (Greenfield Rd) Bridge
PNRS # 71.0358

MALHEUR CO.

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 02-270-20.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval. The Fish Commission of Oregon added the following.

"Our main concern is that water quality be maintained during construction period."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

NOTED
R. D. ASBURRY

cc: September 1, 1971
R. E. Simpson, FHWA
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
K. Ansell
H. S. Coulter

RECEIVED
AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1971
PROGRAM & PLANNING
DIVISION

NOTED
TOM EDWARDS

BEN GIFFORD

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Bully Creek (Greenfield Rd.) Bridge
FAS 23-107
Malheur County

July 28, 1971

FROM: Applicant Agency State Highway Division Salem, Oregon
(Address)

Contact Person L. H. Young 6563
(Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Fourteen (14) City .....

County Malheur Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

3. **Federal Program**

Common Program Name Federal-Aid Secondary (County)

Authorizing Legislation Title 23 U.S.C. Highways
(Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Admin. Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 45,000
Loan ..... Grant X
Local Applicant Share (Malheur Co.)
(if any) $ 15,000
State Agency Share $ 15,000
Other (Specify) $ - - -

Total $ 75,000

Source of State Agency Share

General Fund $ .....

Other Funds (specify) $ 15,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date February 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date March 1973

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** September 1, 1971

7. **Project Description** - **Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)**

Bully Creek (Greenfield Rd.) Bridge., FAS 23-107, Malheur County

This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving, structure and incidental work required to replace the existing bridge on new and revised alignment.

Proposed work

Construct a concrete bridge with a 28-foot roadway. No sidewalks. Roadway can be closed during construction. Contractor to remove and dispose of existing bridge. Any necessary riprap is to be placed by contractor. Additional right-of-way is necessary. Guardrail to be installed by contractor.

This project is related to the "Goals for a Livable Oregon" by the up-dating of this portion of the Federal-Aid Secondary system.

See attached map for geographical location.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
CASCADE BUILDING, 520 S.W. SIXTH AVENUE, PORTLAND, OREGON 97204

AREA OFFICES
Portland, Oregon
Seattle, Washington

REGION X
REGIONAL OFFICE
SEATTLE, WASHINGTON

August 3, 1971

IN REPLY REFER TO:
10.2SQ(Safranski
226-3361. Ext. 2751)

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Subject: FAS 23-107 Malheur County and FAS 325 Deschutes County

We have reviewed your July 28 notification for the Bully Creek (Greenfield Rd.) Bridge and the C.O.I. Canal (Deschutes Sta.) Bridge and note pedestrian access is excluded.

In line with the statement by Floyd Query regarding House Bill 1700, Chapter 376, Oregon Laws of 1971 you may want to consider the 1% funds for a small footpath or sidewalk for pedestrians and/or bicycles.

Sincerely,

Clifford T. Safranski
Acting Director
Planning and Relocation

Enclosure:
Portion of a July 19, 1971 letter by Floyd Query, Secretary Oregon State Highway Commission

cc: August 5, 1971
R.E. Simpson, FHWA
F.L. Hall
I.D. Merchant
H.S. Cox
B.L. Gifford
C.K. Ansell
H.S. Coulter
J.F. Putnam
R.L. Lambert
D. H. Moehring

RECEIVED
AUG 5 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
COUNTY & CITY SECTION
AUG 5 - 1971
ENGR. COOR. GE AE UE
UPE CE RE RPE

NOTED
R. D. ASBURRY

cc Blaker.

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 28, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 14

Federal-Aid Secondary	Bully Creek (Greenfield Rd.) Bridge FAS 23-107 Malheur County

The estimated date of filing for federal-aid funds on this project is September 1, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By R. D. Calkins
for L. H. Young
Program and Planning Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
C. K. Ansell
H. S. Coulter

RECEIVED
COUNTY & CITY SECTION
JUL 29 1971
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ TE
☐ UPE ☐ CE ☐ RE ☐ RPE

ENGR: ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

July 27, 1971

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Hon. Ellis A. White
Judge

Re: Bully Creek (Greenfield Road) Bridge Sect.
FAS 23-107
Malheur County

Gentlemen:

This is to inform you that your request for subject project was approved by the Highway Commission at the July 27 meeting.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Malheur FAS No. 23-167 Date June 10, 1971
County Road Name Greenfield
Section Name South end Bully Creek Length 50
Type of Project Bridge Project
Location of Project (Attach sketch map)
ADT _____ Road Class _____ Design Speed _____

Is this request for county bridge design only? Yes _____ No _____
or for County FAS bridge design? Yes X No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type _____ Width _____

2. Shoulders: Type _____ Width _____
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract _____

8. Clearing:
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between curbs _____

10. Are AC footpaths behind curbs desired? Yes _____ No _____

11. Are there any structures to be replaced or altered? Yes _____ No _____

12. Will replacement be by: County _____ Contract _____
(NOTE: If by contract, fill out bridge project data on pages 2,3, and 4)

RECEIVED
COUNTY & CITY SECTION
JUN 17 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

13. Will County adjust structure to new grade? Yes X No____

14. Will County adjust structure to additional width? Yes X No____

15. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is traveled way plus full shoulders, with a suggested minimum of 28 feet. If structure is of sub-standard width, County must sign same to satisfaction of Federal Highway Administration.)

16. Does County wish rounding of cutbanks? Yes____ No____

17. Does County wish sight posts installed? Yes____ No____

18. Does County wish State to permanently strip project? Yes____ No____

19. Will County do striping? Yes____ No____

20. Does County wish guardrail installed? Yes____ No____

By County____ Contractor____

(NOTE: Guardrail must be installed before FHWA will accept completed project.)

21. Does County wish seeding and mulching incorporated into job?
Yes____ No____

22. Can road be closed during construction? Yes____ No____

Are special arrangements necessary? If so, explain.

23. Detour: Required? Yes____ No____
By County? Yes____ No____
By Contractor? Yes____ No____

24. Will traffic signals be required? Yes____ No____
If yes, give location and type:____

25. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:____

Remarks re Section I: ____

II. BRIDGE PROJECT DATA

1. Name of river or stream Bully Creek

2. Name of bridge Greenfield Road Bridge

3. Location (please attach map with location marked): Center line between
Section _____ Township 19 Range 44 E. W.M.
SE¼, SE¼, Sec. 4 and SW¼, SW¼ Sec 3

4. Desired width of bridge 28
(NOTE: Standard width of FAS structure is traveled way plus full shoulders, with suggested minimum of 28 feet.)

5. Are sidewalks desired? Yes_____ No X
Upstream_____ Downstream_____ Width_____

6. Does County wish a particular type of bridge design? Yes X No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. Concrete slab or prestressed concrete on steel piling whichever is more economical - similar to Westfall bridge.

7. Will County furnish any materials for bridge? Yes_____ No X
Explain_____

8. Foundation Testing: By County? Yes_____ No X
By State? Yes_____ No X

9. Can road be closed during construction? Yes X No_____
Are special arrangements necessary? If so, explain.

10. Detour: Required? Yes_____ No X
By County? Yes_____ No X
By Contractor? Yes_____ No X

11. Approaches or Connections: By County? Yes X No_____
By Contractor? Yes_____ No_____
Traveled surface: Type Oiled Width 28
Shoulders: Type Oiled Width 28
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guardrail: Desired on approaches or connections: Yes X No_____
By County _____ Contractor XX
Right side only? Yes_____ No_____
Both sides? Yes X No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

13. Existing Structure: Remain in place? Yes_____ No X
Use for detour? Yes X No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes X No_____
Salvaged by Contractor for County? Yes_____ No X

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_X_ No_____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No_X_ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_X_ Size_____
Company_____
c. Storm sewer: Yes_____ No_X_ Size_____
Company_____
d. Gas mains: Yes_____ No_X_ Size_____
Company_____
e. Power lines: Yes_____ No_X_ Size_____
Company_____
f. Telephone lines: Yes_____ No_X_ Size_____
Company_____
g. Other Utilities:_____

16. Does County wish provisions made for future utility attachment to structure? Yes_____ No_X_

17. Does County wish lightpost bases and conduit installed? Yes_____ No_X_

18. Does County wish complete job of illumination in project? Yes_____ No_X_

19. Is project contingent upon other factors? Yes_____ No_X_
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:_____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No_____
   By County? Yes _____ No_____
   (Note: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes X No_____

3. Construction plans and specifications to be prepared:
   By State? Yes X No_____
   By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 50 Minimum 50

2. Is any additional right-of-way needed? Yes X No_____

3. Will right-of-way be acquired by: Resolution X or Deed_____

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No X

6. Should material source site be included in right-of-way descriptions? Yes_____ No X

7. Is there any merchantable timber on right-of-way? Yes_____ No X

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No X Community
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No X
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No X
If yes, give type and name of utility company:_____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes X No_____
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes X No_____

16. Name of Railroad Union Pacific, Hines Branch Branchline

17. Number of tracks: Mainline_____ Siding_____ Total 1

18. Sight Distance: ¼ mile (Left) ¼ mile (Right)

19. Number of Trains: Passenger none Speed _____
Freight1 every other day Speed 20-30 miles per hour

20. Angle of Intersection: right angle

21. Type of Existing Crossing: Grade X
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs X Automatic flashing _____ Stop signs _____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: Advance warning signs

24. Are there to be stopping lanes for buses and tr cks, etc.
Yes _____ No X

25. Will railroad crossing be altered: Yes _____ No X
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes _____ No _____
By County? Yes X No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No X
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing data? Yes _____ No X

29. Will P.U.C. application be made by State _____ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____

2. Owner: County X State X Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
Base Course _____ Level Course _____ Mineral Agregates _____
Location _____
Miscellaneous Items _____

Remarks re Section V Improving of grade of road will supply most of fill material for bridge fill.

VI. FINANCIAL DATA

1. Estimated Cost: $ _____

2. Available FAS Funds $ _____

3. Date match money is available July 1

4. Will there be any 100% County money? Yes _____ No _____ On completion of Greenfield Road FAS # 23-107

5. Maximum amount of 100% County money available: $ As much as needed, within reason.

6. Date County requests letting: yes

Remarks re Section VI County will perform all work on bridge fill, grading and oiling on approximately ¼ mile from state highway on south end of bridge and north to connect with oiled section of Graham Blvd.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By Ellis A. White
County Judge or Comm. Chairman

By Henry Gobin
County Commissioner

By E W Moag
County Commissioner

By W Gillespie
County Engineer or Roadmaster

County Walla Walla

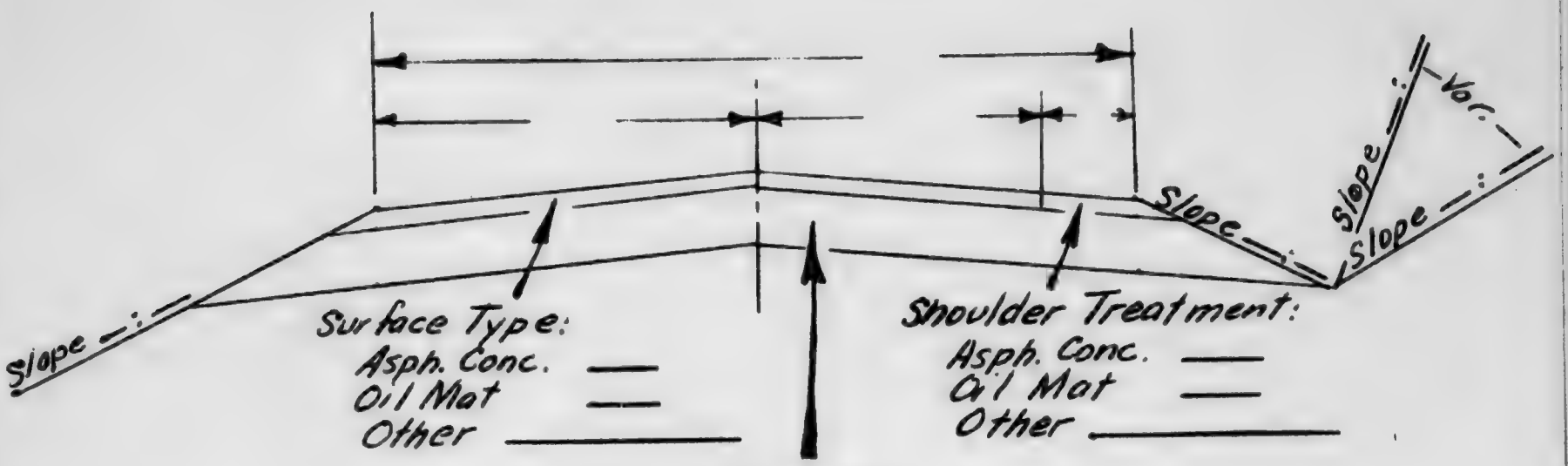
Date June 16, 1971

O.S.H.D. Field Engineer

Date 6-28-71

FAS-C, 69-a

TYPICAL SECTION



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

7832 SE 92nd Ave O'Xing & Phillips 1975
Cr. Sec E Ptld Fwy & Cascade Hwy.
(Structure)

7832

March 1, 1976

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Ave.
Portland, OR 97201

Gentlemen:

A post-final payment for $32,400 will be made to Lord Bros. Contractors, Inc., on Contract No. 7832 for work on the S.E. 92nd Ave. Overcrossing and Phillips Creek (82nd Ave.) Section of the East Portland Freeway and Cascade Highway in Multnomah and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $1,606,091.07 including the post-final payment. Of the total $28,663.34 is for force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr

cc Lord Bros. Contractors, Inc.
437 N. Columbia Blvd.
Portland, OR 97217

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

7832

February 19, 1976

Mr. Charles G. Montgomery
Lord Bros. Contractors, Inc.
Post Office Box 17197
Portland, OR 97217

Dear Mr. Montgomery:

Contract No. 7832
S.E. 92nd Avenue Overcrossing & Phillips Creek

In response to your December 17, 1975 letter, the time liquidated damages on this project have been reviewed. The additional material you submitted is particularly pertinent in documenting a scarcity of the large steel falsework beams.

After careful consideration, an additional time extension of 108 days, which will delete all liquidated damages, has been approved. A post-final estimate reflecting this extension will be processed immediately.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
Richard Hacek
Robert Church

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-205-7(25)306
92nd Avenue & Phillips Creek Section
East Portland Freeway
Contract Time Extension

DATE: February 11, 1976

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Coulter's letter of February 10, 1976 requests concurrence in an extension of 108 days. This represents the total days charged as liquidated damages.

In reviewing the contractor's letter it appears that the 108 days can be justified due to the steel shortage which precluded simultaneous falsework erection on both structures. I assume that your documentation can substantiate this delay on a total contract basis. The possibility that such documentation may be available was mentioned in your March 10, 1975 letter on this subject. Based on your records, I concur in the recommended 108 day extension.

for G. L. Green

RECEIVED
STATE HWY ENGR
FEB 13 '76
RECEIVED
Coulter
FOR
Info | Approves | R/D | D/R | Sign | Act | File

RECEIVED
FEB 13 1976
Office of
Assistant State Highway Engineer

2-13-76

7832

February 10, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: S.E. 92 Avenue Overcrossing
& Phillps Creek Section
FAP No. I-205-7(25)306
Contract No. 7832
Review of Time Extension Request

Lord Bros. Contractors, Inc. has submitted the attached December 17, 1975 letter requesting reconsideration of what we have called their second request for time extension. Your October 28, 1975 letter concurred in a 33-day extension leaving 108 days of liquidated damages in effect. This newest information focuses on two issues involved here.

First, the contractor now presents much better documentaion and explanatory information concerning the material shortage reason which was rejected in their first request for time extension. This concerns the 60-foot 36" x 260 lb. steel beams which were used for falsework over the existing 92nd Avenue. The contractor used 11 of these large beams on the first 92nd Avenue Overcrossing structure and then reused them later to build the second structure over 92nd Avenue. From earlier information, it appeared that this was more a matter of ecomony to the contractor than a proven material shortage. The attached April 30, 1975 letter from Alaska Steel Company (the falsework beam supplier) documents this problem much better. The contractor further explains that they, in effect, merely rented these large beams in that they were purchased with a commitment that Alaska Steel Company would repurchase them. The contractor apparently did not realize the ecomony of acquiring only one set of the beams that we thought earlier. We believe this new material adequately documents a legitimate material shortage.

The second point still concerns the seasonal effect of the strike time. The contractor now seems to acknowledge that the project always had to go through one winter, but emphasizes that it also should have had one summer available. Due to the strike interference in the summers of both 1973 and 1974, this did not occur. It is misleading to add up the first winter's stop work time and the first 100-day extension for Price Agreement 1 to come up with a theoretical contract time expiration of June 6, 1974 without explaining that another labor dispute followed immediately. The point of citing that date was to bring out the fact that the contract always had to go through at least one winter. It is also quite true, however, that due to the labor problems between June 10 and August 4, 1974, the contractor was again deprived of a significant part of a summer season.

The material shortage reason alone justifies further significant extension. The winter seasonality slowdown resulting from summer labor dispute interruptions also has some validity. We believe these two remaining factors justify complete extension for the 108 days remaining and your concurrence is requested.

Attachment

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
Robert Church
E. L. Hardt
Richard Hacek

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 5, 1976

FILE: CON 5 #7832

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: S.E. 92nd Avenue Overcrossing
& Phillips Creek
Contract No. 7832
Review of Time Extension Request

Lord Bros. Contractors, Inc. has submitted the attached December 17, 1975 letter requesting reconsideration of what we have called their second request for time extension. This latest submittal by the contractor was after receiving your December 2 letter which granted an additional 33 days (this was all that FHWA concurred in on the second request). This newest information focuses on two issues involved here.

First, the contractor now presents much better documentation and explanatory information concerning the material shortage reason which was rejected in their first request for time extension. This concerns the 60 foot 36" x 260 lb. steel beams which were used for falsework over the existing 92nd Avenue. The contractor used 11 of these large beams on the first 92nd Avenue Overcrossing structure and then reused them later to build the second structure over 92nd Avenue. From earlier information, it appeared that this was more a matter of economy to the contractor than a proven material shortage. The attached April 30, 1975 letter from Alaska Steel Company (the falsework beam supplier) documents this problem much better. The contractor further explains that they in effect merely rented these large beams in that they were purchased with a commitment that Alaska Steel would repurchase them. The contractor apparently did not realize the economy of acquiring only one set of the beams that we thought earlier. I believe this new material adequately documents a legitimate material shortage.

The second point still concerns the seasonal effect of the strike time. The contractor seems to acknowledge that the project always had to go through one winter, but it also always should have had one summer available. Due to the strike interference in the summers of both 1973 and 1974, this did not occur. I admit it is misleading to add up the first winter's stop work time and the first 100-day extension for Price Agreement 1 to come up with a theoretical contract time expiration of June 6, 1974 without explaining that another labor dispute followed immediately. The point of citing that date was to bring out the fact that the contract always had to go through at least one winter. It is also quite true, however, that due to the labor problems between June 10 and August 4, 1974, the contractor was again deprived of a significant part of a summer season.

RECEIVED
FEB 6 1976
Office of
Assistant State Highway Engineer

If we recognize the material shortage reason alone, further significant extension, probably up to the 3½ months needed to delete the 110 days liquidated damages, could be shown. I still believe the winter seasonality reason has some validity, however, and suggest we again cite it in a new presentation to FHWA, recommending a complete time extension.

Rough draft letter for that purpose is attached.

JAB:fr

Att.

cc: Robert Church

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

December 17, 1975

OE RE RME RCE FAE
TE RECEIVED RSM
UE DEC 18 1975 RSC
SD REGION 1 RE?
ENV

Oregon State Highway Division
Regional Office
9200 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Attn: Mr. Marion Craft

Reference: Contract 7832 - 92ND AVENUE OVERCROSSING

Gentlemen:

We request your reconsideration of a further contract time extension covering the referenced contract.

PART ONE of this request is an amplification of our previous request for Time Extension due to non-availability of steel falsework beams.

Please make reference of the following: (copies attached)

a) Our letter dated December 17, 1974, concerning Time Extension.

b) Alaska Steel Co. letter of December 12, 1974.

c) Oregon State Highway Division letter March 19, 1975, from Mr. F. B. Klaboe, Administrator and State Highway Engineer.

d) Alaska Steel Co. letter of April 30, 1975.

e) Our activity schedule dated December 15, 1975.

At the time of our Bid Submission, we anticipated providing a 32' minimum horizontal clearance for 92nd Street using two falsework bents parallel to 92nd and steel falsework beams at right angles to the bents. Our falsework design was predicated on this approach and was submitted April 1, 1973. Steel falsework beams for this design were available.

Upon review of our falsework design by the State Highway Department, it developed that Multnomah County required an unrestricted approach to 92nd Street from Crystal Springs Blvd. Our westerly falsework bent required encroachment into this intersection due to the skew of the new bridge structure. Our first design was returned with a request that we redesign and resubmit to provide the requirements of Multnomah County.

We retained Mr. Art James, Structural Engineer of Portland to re-design this 92nd Street span to meet the conditions of skew, horizontal clearance, loading and vertical clearance. His design required 60-foot long 36"x260# steel beams. This design was approved May 25, 1973. The redesign time amounted to a 55-day period (April 1, 1973 to May 25, 1973). By Change Order #3 we were granted a 14-day extension to offset the actual work involved in the modifications.

Alaska Steel Co. has been Lord Bro's. supplier of structural steel for 20 years. They have extensive inventories of their own in addition to contacts throughout the steel manufacturing and supply industry. Lord Bros. depend upon the expertise of

Alaska Steel for steel supply problems and our experience substantiates their dependability. We turned to Alaska Steel to furnish the necessary 36" WF 260# beams. They were able to locate nine beams and we found two for the total of eleven beams required to construct one 60' falsework bridge span. They could not find us additional beams. In the spring of 1973 when these beams were being sought, a critical national shortage of steel structural shapes existed. This shortage was tied to the price control policies of the nation and was a condition beyond the ability of Lord Bros. Contractors to control.

The foregoing resulted in our scheduling the use and reuse of the eleven 36" beams we were able to acquire. Structure 9711A was poured and stripped before the beams were available for the falsework of structure 9711. A review of our activity schedule shows a 226 day period (October 1, 1973 to May 25, 1974) during which the falsework of structure 9711 was suspended waiting for the 36" beams. Even taking into consideration the 100-day extension granted in Change Order No. 1 which was granted for site non-availability and assuming a portion of this 100 days was used during the 226-day falsework delay, the job would still be affected by a delay in excess of 126 days.

We feel the additional documentation of Alaska Steel's April 30 letter and our activity schedule will help in the evaluation of an additional allowance for this time request.

PART TWO of our Time Extension Request concerns decreased productivity due to loss of the summer months of both 1973 and

and 1974. Mr. Coulter's letter of December 2, 1975 (copy is attached) states that labor-dispute time was replaced by a 111-day extension starting June 6, 1974. A study of our attached activity schedule shows the summer of 1974 was lost to us from June 10 through August 25.

Our point is that we lost <u>both</u> summer seasons and worked the entire job through the inclement weather period of 1973, 1974, and early months of 1975. Our letter of May 21, 1975, attempted to evaluate the difference in productivity on the project due to summer vs. winter conditions. A further review of our activity shcedule shows the span construction portions of both structures were forced into mid-winter weather. As originally conceived and bid the project would have allowed structural foundation and pier work during the fall and winter of 72-73 and span work through the summer of 73. This scheduling would have maximized use of summer productivity. The actual construction schedule for the project required all winter work.

As of this writing there are 108 days remaining for which we have not been granted a time extension. We feel that the above review will provide data for granting of an additional 108 days and will appreciate your favorable consideration of this request.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

Charles G. Montgomery

CGM:BJM Enclosures

7832

45

December 2, 1975

Lord Brothers Contractors, Inc.
437 North Columbia Blvd.
Portland, OR 97217

Gentlemen:

Contract 7832
92nd Avenue & Phillips Creek Section

Your request for extension of this contract time has been thoroughly reviewed by both the Highway Division and the Federal Highway Administration and an extension of 33 days has been approved. This is for the short intervals of time counted between labor disputes (8-6 to 8-14, 1973 = 8 days and 6-26 to 7-9, 1974 = 13 days) plus the time through the next weekend following settlement of the second dispute in both years (5 days in 1973 and 7 days in 1974). This makes the total of 33 days granted.

It should be noted that the project as originally conceived and contracted would have obviously continued through a winter season (72-73). As modified by Price Agreement No. 1 and the early stop work order, the extended time again went through a winter season (73-74) even in the absence of any labor disputes. The time replaced for the labor dispute time also was mostly summer time as the 111 days of time lost were replaced after about June 6, 1974.

A post-final estimate is being processed in accordance with this extension.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Kessey
Robert Church
E. L. Hardt
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 28, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project I-205-7(25)306
92nd Avenue & Phillips Creek Section
East Portland Freeway
Contract Time Extension

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Coulter's letter dated October 21 requests the FHWA concurrence in a 78-day extension of contract time. The reasons considered are strike delays and trade-off of winter weather for summer days.

The contractor did not, in our opinion, pursue his work during 1975 in an efficient manner. The Area Engineer's inspection report dated February 5, 1975, indicates work was substantially completed with the exception of parapet on the northbound structure and general cleanup. The project was not completed until June 5, approximately 120 calendar days later. We are not aware of the conditions surrounding the February 9, 1975 suspend order nor do we know when work was ordered to resume. Part of the justification for the previously approved 100 days was due to rescheduling the work at a more inefficient time. While work efficiency is undoubtedly reduced during adverse weather the effect on structures having reasonably good access should be minimal.

I concur in the 33-day extension as a direct effect of strikes but not in the 45 days for loss of efficiency. This leaves 109 days liquidated damages in effect for purposes of Federal participation. The paving contract for this section was awarded in March which should have indicated that completion of this work was necessary to avoid delays to the subsequent contractor.

G. L. Green

RECEIVED
OCT 31 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 30 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 28, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project I-205-7(25)306
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G. L. Green

RECEIVED
OCT 31 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 30'75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7832

45

October 21, 1975

Mr. Glen L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

S. E. 92nd Avenue Overcrossing
and Phillips Creek
F. A. Project No. I-205-7(25)306
Contract No. 7832
Second Request for Time Extension

This project is now completed and Lord Brothers request what would in effect be a complete time extension. Their reasons are all related to labor disputes during the life of the project by seeking remobilization time and weather impact or seasonal time. The project was hit by two different labor disputes in the summer of 1973 and again in the summer of 1974. In 1973, there were eight days between the excluded time at the end of the operating engineers strike to the start of the carpenters strike. In 1974, there were thirteen days between the end of a cement masons dispute to the start of an ironworkers dispute.

The contractor seeks extension for these short intervals and also an additional ten days for remobilization at the end of the second strike in each year. In effect, this amounts to 41 days overall. Further he seeks recognition of a lower winter season productivity with a .55 factor applied to all the relocated labor dispute time to generate another 119 days for seasonal impact, making a total of 160 days in the request. The project was actually completed June 5, 1974 with 142 days liquidated damages at the rate of $200 per day. (The early phase on 82nd Avenue was completed within the time allowed).

Fourteen days extension was granted in March of this year for E.W.O. 3 work done in August, 1973 to shift the false-work span over 92nd Avenue. In that request, the contractor also

asked for 183 days extension because of alleged shortage of falsework steel. Based on the information available, no additional time based on that reason was granted in the first request. This current request is therefore based on new and different reasons.

As originally conceived when the project was contracted in the fall of 1972, the 365 days contract time allowed would have expired about October 26, 1973. The contract time was exactly one year, so as originally set up, the project had to go through one winter. Then because the 92nd Avenue fills were not up to provide access to this structure work, an immediate stop work order was issued which ran 122 days (to 2-26-73) and Price Agreement 1 which was negotiated with the contractor to overcome the fill problems. It also included provision for an additional 100 days time. The reason used for this was that superstructure work on one of the overcrossing structures would extend into adverse winter months. From that point, had there been no strike delays, the extended contract time would have expired about 6-6-74. The contract would still have gone through one winter the same as originally intended. However, by August of 1974, a total of 111 days of labor dispute time had accumulated, so that the contract time then allowed actually ran out in late September.

We can recognize that the contract did go through part of one extra winter season because of labor disputes. The time lost in both years between labor disputes (8-6 to 8-14, 1973 = 8 days and 6-2 through 7-9, 1974 = 13 days) plus an additional 5 days after the second strike in 1973 and 7 days after the second strike in 1974 for remobilization (equals 12 days) or a total of 33 days can be extended for the immediate time effect of the labor disputes. If we apply the 55 hundredths per day equivalency for the time counted from November 1, 1974 to a stop work order 2-9-75, an additional 45 days is derived, making a total of 78 days extension recommended. This would leave 64 days in effect. We ask your concurrence.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
Robert Church
Dick Hacek

js

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 20, 1975

Salem, OR

FILE: CON 5 #7832

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Deputy State Highway Engineer

SUBJECT: S.E. 92nd Ave. O'xing & Phillips Cr.
F.A. Project No. I-205-7(25)306
Contract No. 7832
Second Request for Time Extension

In accordance with our conversation, I have revised the time extension recommendation.

The second strike in 1973 was over on a Tuesday. Pile driving and concrete form work resumed the next day. I have scaled the requested re-mobilization time down to the rest of the week (5 days). The 1974 dispute ended on a Sunday and they poured concrete the next day; then stripped forms, placed ducts and other work throughout the week. I suggest the week be allowed even though that is apparently generous (7 days).

For the 1974-75 winter slow-down, I have shown the production loss starting November 1 and running to the stop work order February 9. This generates 45 days on that reason. The total extension becomes 78 days leaving 64 days in effect. A revised letter to FHWA is attached.

JAB:cjc

Attachment

RECEIVED
OCT 20 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3630

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 16, 1975

FILE: CON 5 #7832

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: S.E. 92nd Ave. O'xing & Phillips Cr.
Contract No. 7832
Second Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

This project is now completed and Lord Bros. request what would in effect be a complete time extension. Their reasons are all related to labor disputes during the life of the project by seeking remobilization time and weather impact or seasonal time. The project was hit by two different labor disputes in the summer of 1973 and again in the summer of 1974. In 1973, there were eight days between the excluded time at the end of the operating engineers strike to the start of the carpenters strike. In 1974, there were thirteen days between the end of a cement masons dispute to the start of an ironworkers dispute.

The contractor seeks extension for these short intervals and also an additional ten days for remobilization at the end of the second strike in each year. In effect, this amounts to 41 days over-all. Further he seeks recognition of a lower winter season productivity with a .55 factor applied to all the labor dispute time to generate another 119 days for seasonal impact, making a total of 160 days in the request. The project was actually completed June 5, 1974 with 142 days liquidated damages at the rate of $200 per day.

Fourteen days extension was granted in March of this year for E.W.O. 3 work done in August, 1973 to shift the falsework span over 92nd Avenue. In that request, the contractor also asked for 183 days extension because of alleged shortage of falsework steel. Based on the information available, no additional time based on that reason was granted in the first request. This current request is therefore based on new and different reasons.

As originally conceived when the project was contracted in the fall of 1972, the 365 days contract time allowed would have expired about October 26, 1973. The contract time was exactly one year, so as originally set up, the project had to go through one winter. Then because the 92nd Avenue fills were not up to provide access to this structure work, an immediate stop work order was issued which ran 122 days (to 2-26-73) and Price Agreement 1 which was negotiated with the contractor to overcome the fill problems; also included provision for an additional 100 days time. The reason used for this was that superstructure work on one of the overcrossing structures would extend into adverse winter months.

RECEIVED
OCT 20 1975
Office of
Assistant State Highway Engineer

From that point, had there been no strike delays, the extended contract time would have expired about 6-6-74. The contract would still have gone through one winter the same as originally intended. However, by August of 1974, a total of 111 days of labor dispute time had accumulated, so that the contract time then allowed actually ran out in late September.

I find it difficult to assign something like 101 days (142 - 41) additional time extension for seasonal impact of the labor disputes. Even if we set aside the original basis of bidding and in effect start out with a new contract as of February 26, 1973, when the time count finally started and with 465 days allowed - it still has to go through one winter. We could recognize that the contract did go through one extra winter season because of labor disputes. The time lost in both years between labor disputes (8-6 to 8-14, 1973 = 8 days and 6-2 through 7-9, 1974 = 13 days) plus an additional 10 days after the second strike in both years for remobilization (equals 20 days) or a total of 41 days can be extended for the immediate time effect of the labor disputes. If we apply the 55 hundredths per day equivalancy for four winter months of '74 - '75, an additional 54 days is derived, still 47 days short of a complete time extension.

We cited on the Foster-Causey, Contract 7748 extension (which covers the area where the subject contract was located) the absence of a deprived public benefit from late completion. That argument would particularly apply to this contract. The structures will still not be in use until late this year when the Foster-Causey paving contract is completed and even after that there are no further sections of I-205 available to the north. Considering this, I would recommend a complete time extension for this project, provided we first get a firm commitment from the contractor that it would settle all claims.

Rough draft letter to FHWA is attached.

JAB:fr

Att.

cc: Robert Church

E-320 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 3, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 479 days to 639 days, within which to complete our Contract No. 7832, without the assessment of liquidated damages. The said contract is described as follows:

E. Portland Freeway & Cascade - S. E. 92ND Ave. O'xing & Phillips Cr. (82nd)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Described in our letter of May 21, 1975

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.
Contractor

By .....

CONSENT OF SURETY

Date June 9, 1975

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By .....
H. Howrey Attorney-in-fact

(SEAL)

.....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7832 Contractor Lord Bros. Contractors, Inc.

Highway East Portland Freeway and Cascade

Section 92nd Ave. O'xing and Phillips Cr. (82nd Ave.)

Kind of Work Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend complete extension contingent upon settling all claims.

Some extension justified for remobilization after two summer strikes and short intervals between strikes during two summers and seasonal effect of strike delay.

Recommended for Approval:

.....
Division Engineer

.....
Construction Engineer or Bridge Engineer

.....
State Highway Engineer

Contract No.	7832
Project designation (State-Federal)	I-205-7(25) 306
Date awarded	October 4, 1972
Work started	February 26, 1973
Per cent completed / Date	100% / June 5, 1975
No. of Workdays Allowed	365 +114
No. of Workdays Used	620
No. of Added Workdays Requested	160

SP*6290-734

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

P. O. BOX 17197
437 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217
285-4591

May 21, 1975

Oregon State Highway Division
1600 N. W. Thurman Street
Portland, Oregon 97209

Reference: Contract 7832 - S.E. 92ND AVENUE OVERCROSSING

Gentlemen:

We hereby request your consideration of a contract Time Extention based upon the following events:

1. During the summer of 1973 we were involved in two labor disputes which resulted in job shutdown due to strikes.

   a) The Operating Engineers Strike started June 14, and lasted through August 5, 1973, for a 53 day shutdown.

   b) The Carpenters Strike started August 14, and lasted through August 21, 1973, for an 8 day shutdown.

2. During the summer of 1974 we were involved in two labor disputes which resulted in additional shutdowns.

   a) The Cement Mason Strike started June 10, and lasted through June 16, 1974, for an 17 day shutdown.

   b) The Ironworkers Strike started July 9, and lasted through August 4, 1974, for a 27 day shutdown.

3. In computing the calendar days charged for the work, only the Actual days of strike were deducted. In reality the effects of the strike were considerably more damaging to the job scheduling than a direct ratio of extra day for strike day.

RECEIVED
Resident Bridge Engineer

a) The 8 day period August 6, the August 14, 1973, between the Operating Engineers and Carpenters Strike were unproductive days due to remobilization requirements for crew, sub-contractors, equipment and material. Also, the 13 day period June 27, through July 9, 1974, were similarly unproductive.

b) The remobilization and start up of the job after August 22, 1973, and August 5, 1974, also resulted in unproductive days which were not taken into consideration. We estimate that each of these periods resulted in a 10 calendar day loss in productivity.

c) The effect of losing June, July, and August calendar days eliminated that portion of each year which provides weather for maximum productivity. Our schedule was forced into the winter inclement seasons where a net productivity of 55% and less resulted.

4. In tabulated form we submit the following:

Date	Cause	Days Not Charged	Actual Unproductive Days
June 14-Aug. 5-73	Oper. Engrs. Strike	53	53
Aug. 6-Aug. 14-73	Interim between Strikes		8
Aug. 14-Aug.21-73	Carpenters Strike	8	8
Aug. 22-Sept.1-73	Mobilization & Start Up		10
June 10-June 26-74	Cement Mason Strike	17	17
June 27-July 9-74	Interim between Strikes		13
July 9-Aug. 4-74	Ironworkers Strike	27	27
Aug. 5-Aug. 15-74	Mobilization & Start Up		10
		105 Days	146 Days

Actual Unproductive Days Lost June, July, & August during period of Maximum Productivity — 146 Days

Number of Days at 55% Productivity required to substitue for 146 days Productivity at 100%	$\frac{146}{.55}$	=	265 Days
Actual Days allowed by State for Strikes Lost Day Productivity not provided for in one-for-one Strike Day Allowance			160 Days

On the basis of the foregoing we request an additional 160 days Time Extension. Your favorable consideration of this request will be appreciated.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

W. T. Lord

W. T. Lord

WTL:BJM

ALASKA STEEL CO. JOBBERS AND DISTRIBUTORS
ESTABLISHED 1911
2750 S.W. MOODY PORTLAND, OREGON 97201
TELEPHONE: 223-7501

April 30, 1975

RECEIVED
BY ... 1975
LORD BROS. CONTRACTORS, INC.
PORTLAND, OREGON

Mr. Charles Montgomery
Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon

OSHD Contract 7832 - 92nd Avenue Overcrossing

Dear Sir:

We have reviewed the problem of delivery that arose on the 36" 260# (or heavier) W. F. beams that were required for falswork in construction of the above job.

The 36" 260# beam is a size on which we carry only a few pieces of 60' lengths as it is seldom used. After our initial stock of 6 pieces 60' was purchased by you, we found it utterly impossible to get replacement.

The section is rolled by only three steel companies in the world: U. S. Steel Corporation, Bethlehem Steel Corporation and British Steel Corporation. Both U. S. Steel and Bethlehem were, at the time, and for many months thereafter, on a strict allocation basis which absolutely prevented us from ordering from them. In fact this allocation program for both companies was in effect until early in 1975 by which time the tremendous sellers market in steel had subsided somewhat.

The British Steel Corporation was out of the market for many months in late 1973 and until almost the end of 1974. Here again we were against a stone wall.

All our efforts to obtain this size or even 36" 280# and 36" 300# from American jobbing warehouse stocks was both frustrating and impossible. Only two jobbers on the Pacific Coast (ourselves and General Pipe & Steel of Compton, Calif.) normally stock these extremely slow moving sizes. We also made efforts to get used sections from the larger construction jobs such as the Bart job in California, the Dworshak Dam in Idaho and Grand Coulee in Washington. Here again we ran into blind alleys for everyone in the heavy construction field was hanging on to these sections because of the tight steel market, entirely aside from whether or not they were actually in use.

For many years the steel industry has been known for "feast or famine markets". The period of 1973 and early 1974 certainly will be recorded as one of the most intense "feast" period, not only in the United States but world wide.

We regret very much that we were not able to take care of your full requirements during this period but hope that you realize the difficulties and obstacles that prevented us from so doing.

Yours truly,

ALASKA STEEL CO.

Colin G. Chisholm

CGC/hs

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Dist OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

12-31-75

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12/31/75	C. T. Christianson, Area Engr	I-205-7(25) 306

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6/5/75	9/5/75	121 %	365 Cal Days

APPROVED EXTENSIONS	LOCATION
147 Cal Days	I-205 near South City Limits of Portland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 05 1975
Washington

92nd AVENUE - PHILLIPS CREEK
EAST PORTLAND FREEWAY
Structures

This project provided for construction of two box culverts on Phillips Creek to accommodate increased drainage concentration caused by I-205 and mainline overcrossing structures taking I-205 over 92nd Avenue. The project was completed at a final estimated cost of $1,705,120.31, representing an underrun of 4 percent.

RECEIVED
JAN 6 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by C. T. CHRISTIANSON C. T. Christianson		SIGNATURE: Original signed by E. J. Valach E. J. Valach	
TITLE: Area Engineer	DATE: 12/31/75	TITLE: District Engineer	DATE: JAN 05 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

REGION FILE COPY 7832

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN (X) / RURAL ( )
Oregon	Multnomah	I-205-7(25)306	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED / DATE COMPLETED / TOTAL NO. BRIDGES
		CONSTRUCTION TYPE CODES		X281 Y007		February 26, 1973
	20	FINAL CONSTRUCTION COST	DOL.		1,526,568	June 5, 1975
	21	LENGTH OF PROJECT	MILES		0.068	2

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 95,245	GROSS EARNINGS 721,846	
CARD B — 22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.		842,894
CARD B — 9	PETROLEUM PRODUCTS	GAL.		21,829
CARD B — 1	CEMENT	BBL.		103.5
CARD C — 2	AGGREGATES PURCHASED	TON.		88
CARD C — 92	AGGREGATES PURCHASED	CU. YD.		3,999
CARD C — 3	BITUMINOUS MATERIAL	GAL.		
CARD C — 4	LUMBER	THSD BD FT		423
CARD D — 5	TIMBER PILING	LIN. FT.		
CARD D — 7	REINFORCING STEEL	LB.		1,433,337
CARD D — 8	STRUCTURAL STEEL	LB.		1,379,855
CARD D — 10	EXPLOSIVES	LB.		
CARD E — 11	READY-MIXED CONCRETE	CU. YD.		8,885
CARD E — 12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		500
CARD E — 15	AGGREGATES PRODUCED	TON		
CARD E — 95	AGGREGATES PRODUCED	CU. YD.		
CARD F — 16	MISCELLANEOUS STEEL	LB.		43,200
CARD F — 17	FENCING	LIN. FT.		
CARD F — 18	GUARDRAIL	LIN. FT.		
CARD F — 19	BRIDGE RAIL	LIN. FT.		
CARD G — 23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		2,940
CARD G — 24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD H	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		12	97
		15	153
		21	15
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

7832

December 12, 1975

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Ave.
Portland, OR 97201

Gentlemen:

A post-final payment for $9,900 will be made to Lord Bros. Contractors, Inc., on Contract No. 7832 for work on the SE 92nd Avenue Overcrossing and Phillips Creek (82nd Avenue) Section of the East Portland Freeway and Cascade Highway in Multnomah and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $1,343,027.73 including the post-final payment. Of the total $28,663.34 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Lord Bros. Contractors, Inc.
437 N. Columbia Blvd.
Portland, OR 97217

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

7832

September 18, 1975

General Insurance Co. of America
Portland Service Office
1500 SW 1st Ave.
Portland, OR 97201

Gentlemen:

On September 5, 1975, we wrote to you concerning release of final payment on Contract No. 7832 awarded to Lord Bros. Contractors, Inc. for work on the SE 92nd Avenue Overcrossing and Phillips Creek (82nd Avenue) Section of the East Portland Freeway and Cascade Highway in Multnomah and Clackamas Counties.

The total contract amount paid to date is $1,363,791.07 including $28,663.34 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: Lord Bros. Contractors, Inc.
437 North Columbia Boulevard
Portland, OR 97217

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 2, 1975

FROM: C. T. Keasey for R. D. Church
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7832, Work Completed 6-5-75

Project S.E. 92nd Ave. O-Xing & Phillips Cr. (82nd Ave.)

Highway E. Portland Fwy. & Cascade, County Multnomah & Clackamas

Type of Work Structures

Contractor Lord Bros. Contractors, Inc.

Recommended Acceptance Date 9-5-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:dc

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 9-4-75

RECEIVED
STATE HWY ENGR
SEP 4 '75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Letter Written
9-5-75

7832

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 26, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM Bob Church For
C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal Aid Project No. I-205-7(25)306

Contract 7832, Work Completed June 5, 1975

Project 92nd Avenue O'xing & Phillips Cr. (82nd Ave)

Highway E. Portland Freeway & Cascade

Counties Multnomah & Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 5, 1975

G. L. Green
Oregon Division Engineer

RECEIVED
STATE HWY ENGR
JUL 3'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: F. B. Klaboe
C. T. Keasey
Bob Church

RECEIVED
JUL 3 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

1-3-75

AN 6-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 92nd Ave O'xing & Phillips Cr.(82nd Ave)		WEEK ENDING: 6-6-75
		SECTION PREFIX: 626-1089
HIGHWAY: East Portland & Cascade		COUNTY: Multnomah & Clackamas
NAME OF JOB: 92nd Ave O'xing & Phillips Cr.(82nd Ave)	KIND OF WORK: Structures	
CONTRACTOR: Lord Bros. Contractors. Inc.	CONTRACT NUMBER: 7832	FEDERAL AID PROJECT NUMBER: I-205-7(25)306
DATE OF CONTRACT: October 5, 1972	DATE WORK STARTED: February 26, 1973	ESTIMATED COMPLETION DATE: 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS a=270 b=[illegible]	CALENDAR DAYS USED 620
	SPECIFIED COMPLETION DATE 479	PERCENT OF TIME ELAPSED 129
PROJECT AUTHORIZATION: $1,775,532.38		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $1,649,272.30	ENGINEERING AUTHORIZATION $126,260.08	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,544,591.60	ENGINEERING COST TO DATE $160,000	DATE PROJECT WAS COMPLETED: a= 5-23-74 b= 6-5-75
ESTIMATED PERCENT: [illegible] UNDERRUN 6.4%	PERCENT OF AUTHORIZATION 126%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

JD 350 Dozer Compressor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9711A	9711	Dbl 8x4	Dbl 6x4				
PERCENT	100	100	100	100				

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Calm Clr-Brkn Showrs	1		
MONDAY	2	Sctd Lgt. Showrs	1		
TUESDAY	3	Sctd-Clear	1		
WEDNESDAY	4	Sctd- Clear	1		
THURSDAY	5	Sctd-Clear	1		
FRIDAY	6	Sctd-Brkn	0		
SATURDAY	7	Fest Clr	0		

Routing
Kensey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 9 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No project activity
2 MONDAY	Br 9711: Stripping curb forms on slope paving curb, Abut.s #1 & 4. Clean up surface of slope paving. Take crane from jobsite.
3 TUESDAY	Br 9711A 9711A: Cleanup general area, grade between slopes & toes of slope, Abut. 1.
4 WEDNESDAY	Project Area, bridges: Work on shaping slopes, clean up construction debris.
5 THURSDAY	Continue cleanup & pickup items. With exception of minor pickup items, projectx is complete.
6 FRIDAY	Finish minor paint touch up, pick up tools, leave area.
SATURDAY 7	No activity anticipated.

REMARKS

Status: The project is complete, this is the concluding weekly report.

SIGNED John D. Howard LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7832

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

May 30, 1975

Mr. Albert J. Bannon
Hardy, Buttler, McEwen,
Weiss & Newman
Attorneys at Law
1408 Standard Plaza
Portland, OR 97204

RE: Contract No. 7832
Phillips Creek (92nd Avenue) Section
East Portland Freeway
Multnomah and Clackamas Counties

Dear Mr. Bannon

We have reviewed your May 6 letter and attachments presenting subcontractor Tri-M Erectors, Inc.' escalation claim in the amount of $11,819.00. At first requested by Tri-M Erectors, this claim has been forwarded to the prime contractor Surety and to the Secretary of State. This was done under date of April 30 by Mr. C. W. Head, Supervisor, Commission and Staff Services, Department of Transportation.

Your letter requests consideration of this claim by the State Highway Division. The State's position on this subcontract claim is the same as set forth to you in my April 11 letter concerning the similar claim from the prime contractor. We believe any State obligation arising from the project completion time was discharged by Price Agreement No. 1. Any further adjustment of the contract time has been in accordance with the requirements of Section 108.09 of the applicable Standard Specifications (1970) wherein it is stated that such adjustment is the contractor's sole remedy for delay in completion of the project.

Our position on the general question of material cost escalation remains the same as we advised you earlier, namely, that the State has no legal basis for making an adjustment in the prices bid for materials or work other than that applying to petroluem products set forth in Section 2, Chapter 32 of Oregon Laws of 1974. We therefore deny the request for additional compensation for Tri-M Erectors.

Sincerely yours

JAB:fr
JLS:clh
cc: A. E. Johnson
Scott Coulter

Jack L. Sollis
Assistant Attorney General

RECEIVED
19

NOTED
H.S. COULTER

7832

April 30, 1975

Tri-M Erectors, Inc.
P. O. Box 1232
Kent Washington 98031

Gentlemen:

This is to acknowledge receipt of your Notice of Claim stating that Lord Bros. Contractors, Inc., owes you $11,819 for placing of reinforced steel. This appears to be in reference to the Lord Bros. Contract No. 7832, S.E. 92nd Avenue Overcrossing and Phillips Creek (82nd Ave.) Section of the East Portland Freeway and Cascade Highway in Multnomah and Clackamas Counties.

The General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:js

cc General Insurance Company of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, OR 97201

Lord Bros. Contractors, Inc.
437 N. Columbia Blvd.
Portland, OR 97217

5-1-75 mailed on

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

(Oregon Public Works)

TO: Cecil Head, Secretary
Oregon State Highway Department
Address: Room 121
Salem, Oregon

NOTICE IS HEREBY GIVEN That the undersigned TRI-M ERECTORS, INC. has a claim for placing reinforced steel by TRI-M ERECTORS, INC. in the sum of Eleven Thousand Eight Hundred and Nineteen Dollars ($11,819.00) against the bond taken from Lord Bros. Contractors, Inc. as principal and General Insurance Company of America as surety for the work of Oregon State Highway Division, Contract No. 7832, the Southeast 92nd Avenue Overcrossing and Phillips Creek Section.

Name of claimant: TRI-M ERECTORS, INC.

By Harold A Brady

Title President

Address 22650 - 85th Place South
Kent, Washington 98031

RECEIVED
APR 24 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

(Note: Either deliver in person and obtain receipt, or send by registered mail with return receipt requested.)

NOTED
C. W. HEAD

7732

R

Robert W. Straub
xxxxxxxxxxx

Phone 226-7321

April 11, 1975

Mr. Albert J. Bannon
Hardy, Buttler, McEwen,
Weiss & Newman
Attorneys at Law
1408 Standard Plaza
Portland, OR 97204

1224 J.

Dear Mr. Bannon:

Contract No. 7832
Phillips Creek (92nd Avenue) Section
East Portland Freeway
Multnomah and Clackamas Counties

Your March 21 request on behalf of Lord Bros. Contractors, Inc. for price relief on the reinforcing steel used on the subject project has been reviewed.

The 100-day time extension to which you refer was agreed to as a part of Price Agreement No. 1 on this project which was intended to reimburse the contractor for all additional costs arising from the delay in availability of the approach fills at the beginning of the project. The conditions of this price agreement clearly set forth that it was intended to cover all additional costs resulting from the early delay and we see no basis to renegotiate it now.

As for other material costs escalation, we have no legal basis for making an adjustment of the prices bid for materials or work. This is in accordance with an opinion from our Attorney General. We realize there has been a widespread problem of rising prices throughout the construction industry and elsewhere but, except for the petroleum products specifically covered by Section 2, Chapter 32 Oregon Laws of 1974 (Senate Bill 1009), there is no way to authorize cost escalation relief under our contracts. We must, therefore, deny your request for additional compensation.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
R. N. Bothman (enc.)

JAB:fr ja

HARDY, BUTTLER, McEWEN, WEISS & NEWMAN
(FOUNDED AS CAKE & CAKE-1866)
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE 226-7321
AREA CODE 503

HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
ROBERT L. WEISS
JONATHAN U. NEWMAN
JOHN R. FAUST, JR.
JOSEPH J. HANNA, JR.
DEAN P. GISVOLD
GEORGE C. REINMILLER
ROBERT D. RANKIN
THOMAS L. GALLAGHER, JR.
VICTOR W. VANKOTEN
ALBERT J. BANNON
ROBERT B. SMITH
JOSEPH S. VOSORIL
LINDA L. JANIK

RALPH H. CAKE
(1891-1973)
NICHOLAS JAUREGUY
(1898-1974)

March 21, 1975

RECEIVED
STATE HWY ENGR
APR 1'75
REFER TO
FOR

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract No. 7832
Phillips Creek (92nd Avenue)
Section of the East Portland Freeway in
Multnomah and Clackamas Counties

...TED
...L. JOHNS...

Dear Sirs:

This office represents Lord Bros. Contractors, Inc. On October 4, 1972, the State Highway Commission accepted Lord Bros.' proposal on the above job and a contract was entered into. There was an immediate delay because of inadequate access to the site. Later, a 100 day extension of the 365 day completion time limit was granted. Calendar day charges finally began on May 14, 1973. A further 100 day extension to complete phase "b" of the contract was granted without assessment of liquidated damages.

During this period of time, the price of steel increased significantly. Although the material was ordered by Lord Bros. from its supplier, Puget Sound Steel, on November 1, 1972, much of it could not be utilized until much later because of the delays. As a result, when Lord Bros. was prepared to accomplish the rebar work, Puget Sound Steel was unable to supply the steel at the originally agreed upon price.

Lord Bros. purchased approximately 464,204 pounds, amounting to an increase in its costs of $48,787.84. Copies of invoices from Puget Sound Steel's supplier, Bethlehem Steel Corporation, are enclosed to demonstrate the cost increases. Also enclosed is a summary sheet dating back to October, 1972, showing progressive material cost increases through May, 1974.

Claim is hereby made for these cost increases in the sum of $48,787.84. Thank you for your consideration. Any further documentation will be supplied upon request.

Sincerely,

HARDY, BUTTLER, McEWEN, WEISS & NEWMAN

Albert J. Bannon

AJB:pm
Enclosures

cc: Mr. W. T. Lord

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

June 13, 1974

No. 7087

This opinion is issued in response to questions submitted by F. B. Klaboe, Administrator of Highways.

FIRST QUESTION PRESENTED

Do state agencies have authority to amend or cancel existing contracts entered into with individual contractors through the competitive bidding process to relieve a contractor from severe economic hardship caused by extreme cost escalations or unavailability of material which were unforeseen when the bid was made and accepted?

copy in leg 8

ANSWER GIVEN

No, except as authcrized by Oregon Laws 1974, ch 32 for "any petroleum product required in the performance of a public contract," and except where performance may be excused on grounds of impossibility.

SECOND QUESTION PRESENTED

In the case of future contracts to be bid, can the state attempt to minimize a contractor's hardship due to extreme cost escalations or unavailability of materials by providing standard specifications in contracts which in effect may relieve the contractor from fully performing the contract upon the happening of a contingency?

4-22-75 Cy sent to Albert L. Burrows, Wendy Barnes, Tilden, McEwen, Gray-Portland Re Lord Bus Contract 7832 per Atty

ANSWER GIVEN

Yes.

Ordinarily contracts may be modified by mutual consent at any time providing there is consideration for the new agreement or it is made under circumstances which makes consideration unnecessary. Mutual assent is the requisite element. The amendment, however, must be supported by consideration; and if one party agreeing to a modification neither assumes an additional obligation nor renounces any right, the promise of another is a nullity and void.

Oregon cases support this general rule set forth in 17 Am Jur 2d Contracts §469. The best expression of the rule is set forth in Cameron v. Edgemont Investment Company, 149 Or 396, 402-403, 41 P2d 249 (1935), where the court stated:

> "It is stated in 13 C.J. 592, §607, in substance, that a modification of a contract being a new contract, a consideration is necessary to support the new agreement, as, for example, where it is to extend the time for performance or payment or to release one of the parties from performance. Although some cases hold that no new consideration is necessary, the theory being that the original consideration attaches to and supports the modification, such cases are criticized in Shriner v. Craft, 166 Ala. 146 (51 So. 884, 28 L. R. A. (N.S.) 450, 139 Am.St. Rep. 19), where the court said: 'While there are some expressions in the cases which seem to dispense with the necessity of a consideration to a modification of a contract, yet a modification can be nothing but a new contract, and must be supported by a consideration like every other contract.' George v. Lane, 80 Kan. 94 (102 P.55); Weed v. Spears, 193 N.Y. 289 (86 N.E. 10). Mutual obligations assumed by the parties at the time of the modification without doubt constitute a sufficient consideration. If one of the parties does not assume any obligation or release any right, then the promise by the other is a nudum pactum and void: Grath v. Mound City Roofing Tile Co., 121 Mo. App. 245 (98 S.W. 812)."

This rule has been restated in Caswell v. Biggs, 160 Or 547, 86 P2d 71 (1938), also Carothers v. Carothers, 260 Or 99, 488 P2d 1185 (1971).

Unexpected difficulty, expense or hardship does not excuse a contractual performer from performing his undertaking where the contract does not provide otherwise and the difficulty does not make performance objectively impossible. Annot. 84 ALR2d 12 (1962). Consequently, the severe or even ruinous economic hardship caused by extreme cost escalation or unavailability of material is not in itself sufficient to constitute a consideration which would support a unilateral agreement for a price escalation in an executory contract. In Wilson & Co., Inc. v. Fremont Cake & Meal Co., 153 Neb 160, 43 NW2d 657 (1950), cert den. 342 US 812 (1951), the court held that although the price of soybean meal, which was the subject of the contract, rose from 11 3/4 cents per pound, which was OPA's ceiling price at the time the contract was entered into, to a price of 23 to 25 cents per pound at the time the contract was to be performed, the seller was not excused from liability for failure to deliver the commodity at the agreed of price of 11 3/4 cents per pound.

Another case, Gordon v. State, 233 NY 1, 134 NE 698 (1933), typifies the courts' treatment of this matter. In this case, a contractor entered into a construction contract before the outbreak of World War I. The contract fixed a unit price for the cost of labor and materials. After the United States entered the War, the cost of labor and materials increased significantly.

The court held that the contractor was bound to carry out his contract however great the burden. See also Weston v. State, 262 NY 46, 186 NE 197 (1933); Priest v. Farmington, 117 Me 348, 104 A 521 (1918); Plumley v. United States, 226 US 545 (1912); 63 Am Jur 2d, Public Works and Contracts, §66; 64 Am Jur 2d, Public Works and Contracts, §§171, 176, 184.

The preceding discussion, however, serves to establish that the state may enforce a contract which has become burdensome to the contractor due to rising costs, and does not establish that the state may not agree to a modification of the contract. The question is not whether the contract obligation may be modified, due to hardship, without consent of the state, but whether a state agency has authority to agree to modification of the contract.

Where private parties are involved, they may at any time agree to modify the terms of their contract; and if there is adequate consideration, the new or amended agreement may be enforced by either party and the original agreement, to the extent it is superseded, cannot be enforced by either. "Each party must gain or lose something by the change." 17 Am Jur 2d Contracts §461. Generally, a promise to pay more for performance which the other party is already bound to give lacks consideration, but this rule is subject to exception where one party has refused to perform, perhaps but not necessarily asserting some legal excuse, and the new promise is necessary to induce performance. 17 Am Jur 2d Contracts §462. We see no reason the same exception to the general rule should not apply in a case where one party has

reason to believe, for example, that the other party risks bankruptcy and complete inability to perform if the original contract is enforced.

Again, referring to private parties, one party to a contract is of course perfectly free to simply refrain from enforcing a contract. Eventually, such voluntary action may result in the contract becoming unenforceable, or a new agreement without adequate consideration becoming enforceable, through reliance by the other party giving rise to estoppel, full performance of the new agreement, etc. And private parties may rescind their contracts and enter into new contracts with no problem of consideration.

But to say that a private party may so act is not to say that the state or a state agency may do so. A private party may give weight to previous and future business relationships in selecting a contractor, and in agreeing (with or without consideration) to the modification of a contract. The state is bound initially by the competitive bidding laws, where they are applicable, and later by the public right to enforcement of any contract on terms no less favorable to the public than the original bargain.

Whenever the cost of a public contract exceeds $50,000, ORS 279.065 requires that bids be advertised. ORS 279.075 requires that the contract be let to the lowest responsible bidder. There is no provision for amendment of existing contracts and the tenor of the statutes is such that they could be construed as prohibiting such amendment. For example, ORS 279.318 provides that a contract may be cancelled by the state for failure or refusal on the part of a contractor to

faithfully perform the contract in accordance with its terms. If the State modifies a public construction contract to allow the contractor to include the increased cost of supplies, it appears that the new contract, not reached through competitive bidding, has violated these statutes.

In some states there are specific constitutional or statutory provisions prohibiting the state from allowing a public contractor compensation in addition to that provided for in the contract. 65 Am Jur 2d, Public Works and Contracts §171. The Oregon Constitution, and statutes on competitive bidding (ORS ch 279) are silent on the permissibility of alterations of contracts awarded on the basis of competitive bidding.

Since the Oregon competitive bidding statutes neither specifically allow nor prohibit the alteration of existing contracts, whether modification is allowed should depend on whether the purpose of the competitive bidding statutes would be circumvented. In the case of Pyle v. Kernan, 148 Or 666, 36 P2d 580 (1934), it was pointed out at 674 that the purpose of the statute was to promote:

> " . . . free and open competition in the letting of public improvement contracts. It is a safeguard against fraud, favoritism and collusion . . ."

The court also noted that the test for whether the purpose of the competitive bidding statutes was violated is the " . . . evil tendency of the contract and its actual injury to the public in a particular instance." Pyle v. Kernan, supra, 148 Or at 673.

In this instance, if contracts entered into by the competitive bidding process were allowed to be amended because of cost increases, the purpose of the statute would be circumvented. The possibility of fraud and collusion would exist and the public interest would be violated. When an amendment for cost increases is allowed, there is no guarantee that the contractor is still the lowest bidder.

The above discussion is subject to a single exception. The 1974 special session of the legislature enacted Oregon laws 1974, ch 32, which provides in section 2:

> "(1) Whenever the actual cost to a contractor for procuring any petroleum product required in the performance of a public contract increases by more than 10 percent over the price of the product paid by the contractor on the date the contract was awarded, a state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties as they may agree."

This provision permitting contractors to be granted relief from hardship caused by drastic increases in prices is applicable on its terms only to "any petroleum product required in the performance of a public contract." There is some ambiguity; it is not entirely clear whether an increase in the cost of fuel, etc., required <u>to be used</u> in the performance of a public contract to operate vehicles, etc., is meant to be covered, or whether the relief is available only with respect to asphalt, fuel oil, etc., required <u>to be furnished</u> in the performance of the contract. Nevertheless, it is quite clear that increases in labor costs

or costs of steel, gravel, or anything else are not covered. Although during the special session the really phenomenal increases in price of petroleum products were painfully obvious to the entire state, it was also presumably well known to the legislature that continuing and escalating price and wage inflation, in many cases likely to far exceed 10 percent during the period necessary to complete any major public project, was applicable to many items required for use in public contracts.

We note also that section 2(4) made the relief permissible under section 2(1) applicable only to contracts awarded on or before January 15. Presumably by that date contractors were painfully on notice that prices of petroleum products were sharply up, and likely to be subject to further increases, and could take this into account in computing their bids.

This particular measure, allowing (in effect) renegotiation of contracts when a petroleum price increase would otherwise impose a hardship on a contractor, substantially strengthens our conclusion that state agencies may not renegotiate contracts in order to mitigate a contractor's hardship in any other case.

The first question presented refers to "unavailability of materials" as well as to "extreme cost escalations." In context (". . . economic hardship caused by . . . unavailability of materials . . ."), this apparently does not raise the question of impossibility, as would be the case if we were dealing with inability to perform caused by unavailability of materials. We gather, instead, that the situation contemplated is unavailability of component A, requiring substitution instead of an

entirely suitable component B at much higher cost, or temporary unavailability causing delay which would cause late completion penalties to accrue. The impossibility situation arises if component A is required as well as unavailable. Nevertheless, we will consider the question of impossibility.

First, it must be distinguished from the financial hardship discussed above.

> "As a general principle, difficulty or even improbability of accomplishment without financial loss will not release a party from his contract. Many cases hold that inconvenience or the cost of compliance, though they might make compliance a hardship, cannot excuse a party from the performance of an absolute and unqualified undertaking to do a thing that is possible and lawful, . . . and courts cannot alter [lawful contracts] because they work a hardship." 17 Am Jur 2d Contracts §402;

See also Restatement, Contracts §467, citing Pengra v. Wheeler, 24 Or 532, 34 P 354 (1893); Annot., 84 ALR2d 12, 26-29, 110-112 (1962). Only in some cases is even the most extreme impracticability, extreme or unreasonable difficulty, defined as equivalent to impossibility. Mineral Park Land Co. v. Howard, 172 Cal 289, 156 P 458 (1916); Powers v. Siats, 244 Minn 515, 70 NW2d 344 (1955); Cosden Oil & Gas Co. v. Moss, 131 Okla 49, 267 P 855 (1928); Restatement, Contracts §454.

The common law originally held that a party to a contract remains liable to perform or respond in damages even if it becomes impossible to perform after it is entered into. ("Supervening Impossibility.") The only escape would be an escape clause in the contract itself. This harsh rule has been eroded; performance may be excused by destruction of the subject matter of the contract, death of the person who

was to perform a particular task, or the like. An inevitable or unavoidable accident, act of God, or unforeseen contingency causing impossibility may excuse, but only as some courts have read an implied condition of the non-happening of such an event into the contract. Changes in the law, prohibition or prevention by law will excuse, strikes and labor disputes will not. See generally 17 Am Jur 2d Contracts §§404-420; Annot., 84 ALR2d 12, 22 (1962). Above all, the impossibility must be unavoidable; and most authorities hold that it must be unforeseeable. 17 Am Jur 2d Contracts §406; Restatement, Contracts, §457; The Chicago, Milwaukee & St. Paul Railway Company v. Hoyt, 149 US 1 (1893).

In short, application of the doctrine of impossibility to excuse performance is difficult and based on complex factors. No short general rule can be validly stated; the cases analyze particular occurrences at length and the treatises discuss the doctrine over many pages. We cannot rule out the possibility that unavailability of material might in some circumstances excuse performance, so that a state agency would not be required to enforce performance. But as we have noted, the context of the question makes it seem unlikely that the unavailability postulated would constitute impossibility.

Our attention is drawn to ORS 279.324 to 279.332, which it is asserted permit the state to agree to rescission of a contract "for any reason considered to be in the public interest."

Of course this would not permit contract renegotiation, but the contractor could thus be relieved, in part, of his unexpected financial burden, with the work involved put up again for bids and a new contract.

Careful examination of these statutes, however, indicates that they cannot be used to relieve a contractor of an unexpected financial burden, but are intended instead to permit termination when suspension of the work, not relief of the contractor, would be in the public interest.

ORS 279.326 permits the state and contractor to agree to terminate:

> "(1) If work under the contract is suspended by an order of a public agency [i.e. Federal, State or local, not necessarily the same as the contracting public agency] for any reason considered to be in the public interest other than by a labor dispute or by reason of any third party judicial proceeding relating to the work other than a suit or action filed in regards to a labor dispute; and
>
> "(2) If the circumstances or conditions are such that it is impracticable within a reasonable time to proceed with a substantial portion of the public works."

It could not usually be said that a suspension, and subsequent agreement to terminate, so that a project can be halted and delayed, rebid and recontracted at a higher cost to public funds, is in the "public interest." The avoidance of loss to an individual contractor would ordinarily be considered to be a purely private interest.

ORS 279.328 deals with a suspension, rather than termination, and allows the contractor a reasonable extension of the contract time, and compensation for his costs incurred because of the suspension. The clear implication is that the suspension is for the public agency's convenience, or because of supervening action by another public agency, and not because of any problem which the contractor has.

Prior to 1973 amendment (Oregon Laws 1973, ch 738), these statutes allowed termination only in the event of a national emergency, with "freezing or diversion of materials, equipment or labor" by order of a federal authority. It is clear that the amendment was intended to be broadening, but not so broadening that relief of a private party from the obligation of his contract would be a sufficient "public interest." Certainly diversion or freezing of materials, equipment or labor by federal authority, or by any other public authority, would still be covered, so in this limited sense "unavailability" could well constitute adequate grounds for termination or suspension of the contract; but in case of suspension, would not constitute grounds for renegotiation to cover higher material cost except for increases occurring after the suspension. And, in our opinion, unavailability of material for other reasons would only rarely be grounds for termination, in line with the discussion supra of impossibility.

Of course, it should be remembered that although under ORS 279.318 the state may terminate a contract if the contractor refuses or becomes unable to continue due to financial hardship,

the termination does not relieve the contractor from his obligations. The state would then be obliged to seek to recover damages. This option is thus not available to relieve a contractor from hardship.

The second question presented is whether bid specifications may be drawn, and contracts drafted, so that contractors may be relieved from such extreme economic hardship, even though in the absence of such a provision the state would be obliged to enforce the contract according to its terms. One such proposed "escape clause" is set forth in the footnote. [1]

---

1 "Termination of contract due to non-availability of materials.

"Upon written request from the contractor, the state may, with the approval of the Federal Highway Administration where applicable, terminate the contract or a portion thereof if the contractor is prevented from completing construction of the project as a direct result of non-availability of materials which could not reasonably have been anticipated or prevented by action of the contractor.

"When the contract or any portion thereof is terminated before completion of all of the items of work of the contract, payment will be made for the actual number of units or items of work completed at the contract unit price, or as mutually agreed for items of work partially completed. No claim for loss of anticipated profits will be allowed.

"Reimbursement for mobilization expenses (when not included in the contract as a separate pay item), including moving equipment to and from the job will be considered where the volume of work completed is too small to compensate the contract for these expenses under contract prices; the intent being an equitable settlement will be made with the contractor.

We see no reason why such a provision would not be acceptable. In the example given, the unavailability of materials would be a condition common to any contractor, and though unexpected in the particular instance would presumably occur whichever bidder became the contractor.

Nor similarly do we see any violation of the competitive bidding laws in a price escalation clause. Oregon Laws 1974, ch 32, permits such escalation in limited circumstances even when the contract is silent on the subject; it certainly does not imply a legislative finding that a similar contract provision would be inappropriate. However, if the clause permits contract modification rather than termination, the modification must be subject to objective determination,

---

1 (cont'd.)"When the item "Mobilization" appears in the contract as a separate pay item, the amount to be paid the contractor under said item will be the reasonable value of the actual mobilization costs incurred as said costs are documented by the contractor to the satisfaction of the engineer.

"By mutual agreement of the parties, acceptable materials, obtained by the contractor for the work, that have been inspected, tested and accepted by the engineer and that are not incorporated in the work may be purchased from the contractor at actual cost as shown by receipted bills and cost records at such points of delivery as may be designated by the engineer.

"Termination of the contract or a portion thereof shall not relieve the contractor of his responsibilities for the completed work nor shall it relieve his surety of its obligation for and concerning his obligation for and concerning any just claims arising out of the work performed."

without negotiation, except perhaps in extremely limited situations such as negotiation to authorize substitution of similar substitute materials. The event must govern, so that every bidder can compute into his bid the same result of expected or unexpected price escalation, and so that a successful bidder may not later negotiate outside of the bidding process to determine what his eventual gross payment and net profit will be.

Such a standard clause may also provide for cancellation, at the option of the state agency, in lieu of an increased contract price. It must necessarily also provide that any increase in cost to the state agency in excess of funds appropriated and available, is to be subject to Emergency Board approval. A similar provision is contained in Oregon Laws 1974, ch 32, §2(3).

LEE JOHNSON
Attorney General

LJ:JAR:ksb

Form A-108-SM

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name S.E. 92nd Ave. O'xing & Phillips Cr. (82nd Ave.) Date February 2, 1973

Highway East Portland Freeway and Cascade Contract No. 7832

County Multnomah and Clackamas Prefix 626-1089

Contractor Lord Bros. Contractor Inc. F. A. Project No. I-205-7(25) 306

Address P.O. Box 17197 Portland, Oregon 97217 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:
1. Furnish and Place sufficient granular embankment on approach fill to permit construction of "LS" Bent 4.
2. Make payment to contractor for all costs incurred resulting from the delay caused by the imcomplete approach fills.

Locations by station numbers:

"LS" 552 + 00 to "LS" 554 + 00

Names of pay items, estimated quantities and agreed prices:

1. Furnish and place granular embankment ——————$3.96/ cu. yd.
(Approximate 4,000 cu. yd. @ $3.96 = $15,840)

2. Additional costs due to delay ——————Lump Sum $49,269

Specifications, basis of measurement and other provisions: The granular material for Item No. 1 shall conform to Article 203.38, paragraphs (a) and (b) of the Standard Specifications. The unit price shown is based on truck measure and is the complete costs for furnishing and placing at the job site. It includes removal of any excessively wet fill material and other site preparation that may be necessary prior to placing the granular material. (over)

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization $1,775,532.38

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: J. D. Stevens Resident Engineer

Approval Recommended: E. L. Stevens Regional Engineer

Approval Recommended: ..... Construction Administration Engineer or Bridge Administration Engineer

Signed Lord Bros. Contr. Inc. Contractor

W. T. Lord pres.

Approved: F. C. Lovell Construction Engineer

BP*66754-734

Item No. 2 covers all additional costs incurred by the contractor caused by the delay from the incomplete approach fill. This assumes the approach fill for the north bound structure will be placed by others and ready for construction of Bents 1 and 4, Bridge No. 9711 by August 15, 1973. In the event that labor disputes shutdown both projects the August 15 date will be extended for a period equal to the duration of the strike. Item No. 2 includes but is not necessarily limited to the move in costs for driving the piles at Bents 1 and 4, Bridge No. 9711, additional labor costs due to anticipated wage increases, additional costs of materials, and supplies , additional handling costs due to the incomplete fills, and loss in efficiency due to rescheduling.

Further is is agreed that because superstructure work on Bridge No. 9711 will extend into adverse weather months, this price agreement will be considered a valid reason for 100 calendar days extension of the 365 day completion time limit.

LARRY L. BAROKAS
DALE R. MARTIN
W. J. LINDBERG, JR.
DENNIS J. PERKINS

LAW OFFICES
BAROKAS & MARTIN
1608 SMITH TOWER
SEATTLE, WASHINGTON 98104

AREA CODE 206
TELEPHONE 682-7666

April 2, 1975

Mr. Cecil Head, Secretary
Oregon State Highway Commission
Room 121, Oregon State Highway Dept.
Salem, Oregon 97310

Dear Mr. Head:

Pursuant to our telephone conversation of March 28, 1975, I am requesting that you send to us a copy of the contract and the payment bond of Lord Brothers Contractors, Inc. with the Oregon State Highway Division, contract #7832, 92nd Overcrossing/ Phillips Creek. As I indicated to you we will be filing a notice of claim in regard to such bond in the immediate future and will file it with you as you requested.

Thank you very much for your assistance in this matter.

Yours very truly,

Craig R. Dodel

Craig R. Dodel

CRD:jem

Fran
Has From W. sent this
to us yet ?
cec

4/7 = Tel-From W. requesting
copy again
c.H

RECEIVED
APR 7 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

3/28/75 Tel — call from

Craig Dodel
1608 Smith Tower
Seattle, Wa. 98104

Repr — Tri-M. (claim)

1 — Copy of Contract & Bond (Complete)
7832 — Lord Bros.

He will send in letter to confirm phone call

C.H.

3/28 called Fran

7832

March 19, 1975

Lord Bros. Contractors, Inc.
Post Office Box 17197
Portland, Oregon 97217

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7832 for work on S. E. 92nd Avenue Overcrossing and Phillips Creek (82nd Avenue) in Multnomah and Clackamas Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 14 days is granted due to Extra Work Order No. 3. The alleged nonavailability of steel falsework beams is not adequately documented and the time you requested on that reason is not approved.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
V. E. Skoog

JAB:fr srb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7832 Contractor Lord Bros. Contractors, Inc.

Highway East Portland Freeway and Cascade

Section S.E. 92nd Ave. O'xing & Phillips Cr.

Kind of Work Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 14 days extension of contract time due to Extra Work Order No. 3. The alleged non-availability of steel falsework beams is not adequately documented and the time requested on that reason is not approved.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7832
Project designation	I-205-7(25) 306 (State-Federal)
Date awarded	October 4, 1972
Work started	February 26, 1973
Per cent completed	93 — 1-5-75 (Date)
No. of Calendar Days Allowed	465
No. of Calendar Days Used	568
No. of Added Calendar Days requested	197

State Printing 27939

E—330 (Rev.)—SM—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 17, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 465 days to 662 days, within which to complete our Contract No. 7832, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Because of added work covered by C. O. #1 (Rearrange Falsework Spans Bridge #9711A), we request a 14 day time extension.

2. The non-availability of structural steel for falsework caused a 183 day delay in the construction of Span #9711.

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.
Contractor

By W. T. Lord pres

CONSENT OF SURETY

Date December 18, 1974

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

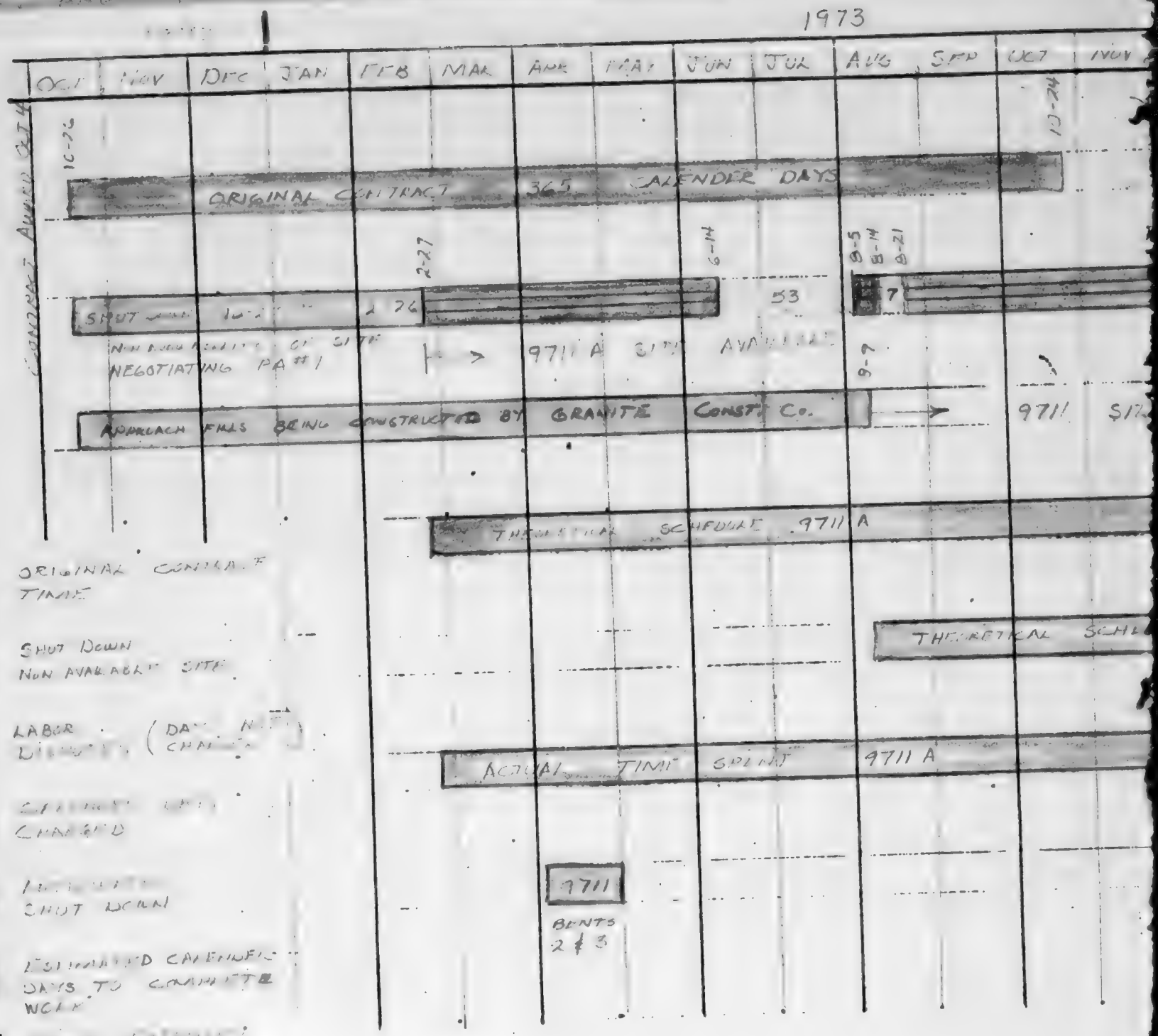
GENERAL INSURANCE COMPANY OF AMERICA

By M. Howrey
Attorney-in-fact
M. Howrey

FRED S. JAMES & CO.

By Jack C. Burnett
Resident Agent
Jack C. Burnett

(SEAL)


1973
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
CONTRACT AWARD 9711
10-26
ORIGINAL CONTRACT 365 CALENDER DAYS
10-24
2-27
6-14
8-5
8-14
8-21
SHUT DOWN 10-27 2-26
53
7
NON AVAILABILITY OF SITE
NEGOTIATING PA #1
9711 A SITE AVAILABLE
9-9
APPROACH FILLS BEING CONSTRUCTED BY GRANITE CONST. CO.
9711 SITE
THEORETICAL SCHEDULE 9711 A
THEORETICAL SCHE
ACTUAL TIME SPENT 9711 A
9711
BENTS 2 & 3
ORIGINAL CONTRACT TIME
SHUT DOWN NON AVAILABLE SITE
LABOR DISPUTES (DAYS NOT CHARGED)
CALENDAR DAYS CHARGED
INCLEMENT SHUT DOWN
ESTIMATED CALENDER DAYS TO COMPLETE WORK
TIME EXTENSION PA # 1
LIQUIDATED DAMAGES ASSESSED

1973 | 1974

AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC

8-5 8-14 9-21

END 1365 CALENDER DAYS

6-9 6-27 7-8 9-10

7 19 34 137 DAYS

9-7 11-26 7-20

9711 SITE AVAILABLE

TIME EXTENSION #1
100 DAYS

A

ALLOWANCE MADE

THEORETICAL SCHEDULE 9711 WITH 2ND SET OF FALSE WORK

ALLOWANCE MADE

9711 A

ALLOWANCE MADE FOR STRIKES

ACTUAL TIME SPENT 9711 (FALSE WORK FROM 9711 A)

92 AVE. O'XING

CONTRACT 7832

1974 | 1975

JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR						

6-9 6-27 7-8 9-16

19 34 137 DAYS 45 DAYS

7-22

E "EXTENSION #1
100 DAYS

MAKE ITS STRIKE

ALLOWANCE MADE ITS STRIKES

ALLOWANCE MADE ITS STRIKES

PENT 9711 (1 WASHOUT TRACK 3 #1 A) ALLOWANCE MADE ITS STRIKE

O'XING

T 7832

7832

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 13, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project I-205-7(25)306
S. E. 92nd & Phillips Creek
Contract 7832
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in the 14-day time extension recommended by Mr. Coulter's letter of March 10, 1975. This extension is based on Extra Work Order No. 3.

for G. L. Green

RECEIVED
MAR 17 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 14 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy ack

3-17-75
by Kenny
Bothman
Cont. Payments

NOTED
H.S. COULTER

7832 -

File: CON 5

DATE March 10, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
S.E. 92nd Ave. O'xing & Phillips Cr. (82nd Ave.)
I-205-7(25)306, Contract No. 7832

The contractor for this project, Lord Bros. Contractors, Inc., has submitted a request for extension of time. The request is for an additional 197 days including 14 days because of Extra Work Order No. 3 and 183 days because of alleged nonavailability of steel falsework beams.

The contract was awarded October 4, 1972 with 365 calendar days specified for completion of all work. However, a suspension of work order was issued effective October 27, 1973 (at the theoretical beginning of the day count) due to inaccessibility of the work site. The approach fills to be constructed under another contract were not complete at that time. Resumption of work was ordered effective February 26, 1973 after sufficient embankment had been placed so work on the southbound structure (9711A) could proceed. Price Agreement No. 1 was negotiated whereby the contractor was compensated for his increased costs due to delay ($49,269) and given assurances that the approach fills for the northbound structure would be placed by August 15, 1973. This agreement recognized that a 100-calendar-day extension would be valid for starting end bent and superstructure work on structure 9711. This 100-day time extension was formally granted April 19, 1974.

May 1

Access to structure 9711 (northbound) was delayed until August 9, 1973. This was six days earlier than required by terms of Price Agreement No. 1.

The contractor claims that a second set of falsework for Bridge 9711 was not purchased because of non-availability of 36" x 260# wide flange beams. His contention is poorly documented. We are not requesting extension based on this reason at this time. The contractor may yet submit more adequate documentation that will merit reconsideration.

The extra work on EWO No. 3 for changing falsework clearance for traffic in August 1973 is a valid reason for extension and your concurrence is requested in 14 days because of it.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Contract Payments
R. N. Bothman

JAB:fr ia

FORM 81-734-3030

OR Hse

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7832

Salem, Oregon

March 6, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
S.E. 92nd Ave. O'xing &
Phillips Cr. (82nd Ave.)
Contract No. 7832

Lord Bros. Contractors, Inc., contractor for the subject project, has submitted a request for extension of time. The request is for an additional 197 days and includes 14 days due to Extra Work Order No. 3 and 183 days due to alleged non-availability of steel falsework beams.

The contract was awarded October 4, 1972 with 365 calendar days specified for completion of all work. However, a suspension of work order was issued effective October 27, 1973 (at the theoretical beginning of the day count) due to inaccessibility of the work site. The approach fills to be constructed under another contract were not complete at that time. Resumption of work was ordered effective February 26, 1973 after sufficient embankment had been placed so that work on the southbound structure (9711A) could proceed. Price Agreement No. 1 was negotiated whereby the contractor was compensated for his increased costs due to delay ($49,269) and given assurances that the approach fills for the northbound structure would be placed by August 15, 1973. This agreement recognized that a 100 calendar day extension would be valid for starting end bent and superstructure work on structure 9711. This 100 day extension of time was formally granted April 19, 1974.

The terms of the original contract required that all work be completed in 365 calendar days. Since the contract was let in late fall, it is obvious the intent was that the two structures would be constructed simultaneously and that a significant portion of the work would take place during winter weather (November through March). (Art. 108.03 of the Standard Specifications directs the contractor to provide adequate labor, material and equipment to insure completion within the allotted time).

Access to structure No. 9711 (northbound) was delayed until August 9, 1973. This was, however, six days earlier than required by terms of Price Agreement No. 1.

The contractor claims that a second set of falsework for Bridge No. 9711 was not purchased because of non-availability of 36" x 260# wide flange beams. His contention is very poorly documented. The supportive letter from Alaska Steel was written nearly one and one-half years after the fact and is quite vague. There were no letters to the Resident Engineer during the period in question documenting the problem. There also is no evidence of a good faith effort on the contractor's part to find a supplier.

RECEIVED
MAR 7 1975
Office of
Assistant State Highway Engineer

The mere fact that a general shortage existed or that the steel was more expensive does not establish non-availability. From the information available, I do not believe this reason is valid. The second set of falsework beams would have involved a significant cost, easily over $40,000 which the contractor saved by building the structures in sequence rather than concurrently.

The Resident's analysis points out slow progress during the construction of the first structure (i.e., weather, holidays, errors in scheduling, and poor job efficiency) resulting in a loss of approximately 3 months from their planned performance.

The Resident also states, "a more efficient operation during the forming and pouring of beams could have shortened (the time spent by) one or two months on each structure." Art. 108.03 of the Standard Specifications states: "Work shall be performed as vigorously and as continuously as weather conditions will permit and always in accordance with a schedule which will insure completion within the specified time limit, due allowances being made for possible unfavorable conditions, interferences, breakdowns, and other causes of delay."

The extra work on E.W.O. No. 3 is a valid reason for extension and I therefore recommend that an extension of 14 days be granted.

A total of 129 days of liquidated damages have been assessed as of a February 9, 1975 stop work order. Necessary slope paving could not be performed then due to wet ground conditions. The contractor has been proceeding with other finishing work, however. A condensed time chart prepared by Dave Lee is attached, along with the rest of our file. Liquidated damages accrue at a rate of $300 per day. Engineering is over 17% ($12,000) to date.

This is a "Federal-aid Interstate Highway Project" and any extension of time will require FHWA approval. Rough draft letters to FHWA and the contractor are attached.

JAB:fr

Att.

cc: Contract Payments

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JAB:fr

Att.

cc: Contract Payments

7824 2-5-75

STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Multnomah	Oregon

IN COMPANY WITH
Marion Craft, Metro Constr Engr, OSHD;
George Bennett, Asst Res Engr, OSHD; Al Harwood, Constr Engr, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2-5-75	C. T. Christianson, Area Engineer	I-205-7(25)306

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Unsatisfactory	130	97

COPY SENT
MAR 05 1975
Washington

S. E. 92ND OVERCROSSING & PHILLIPS CREEK
EAST PORTLAND FREEWAY
Structure

This project has been completed with the exception of parapet barriers on the northbound structure at 92nd and final cleanup in the vicinity of the 92nd overcrossing. The quality of construction is satisfactory and it is anticipated that the project will be completed in the near future. One time extension in the amount of 100 days has already been awarded because of conflict in scheduling between this contract and the contractor performing the approach embankment. It is anticipated that additional claims for extensions of time will be received.

Based on the project as observed at the time of this inspection and periodic spot checks of the project records, this project is considered substantially complete. No further report will be made until final acceptance.

MAR 6 1975

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

#7832

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
DEC 5 '74
REFER TO
FOR
Info | Ans | Ret | Dir

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 4, 1974

In reply refer to: 1041DA.6

SUBJECT: Oregon I-205-7(25)306
92nd & Phillips Creek
East Portland Freeway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Terpin's letter dated November 26, 1974, requests concurrence in a proposal to buy preformed reinforcing steel from the 92nd structure contractor and furnish it as State-owned material on the subject paving project. This proposal involves approximately 80,000 pounds of steel.

Delays in construction of the embankments combined with seasonal weather conditions make it desirable to delay construction of the approach slabs until next construction season. This will allow further consolidation of approach fills and minimize conflict between the existing contractors. Confirming verbal advice of our Area Engineer, I concur in your proposal.

for G. L. Green

NOTED
E. S. HUNTER
cc
12-6-74

RECEIVED
DEC 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form E-208—5M 7832 IN -

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.E. 92nd Ave O'xing & Phillips Cr.(82nd Ave.) Date September 16, 1974

Highway East Portland Freeway & Cascade Contract No. 7832

County Multnomah & Clackamas Prefix 626-1089

Contractor Lord Bros. Contractors, Inc. F. A. Project No. I-205-7(25)306

Address P.O.Box 17197 Portland, Oregon 97217 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Correct staking error for slope paving in the bent 1 - bent 2 area, bridge no. 9711A: This includes removal and disposal surplus fill and berm paving.

1. Maximum rental allowable as per AGC agreement.
2. Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers: "L" 549+25

Estimate of quantities and cost:

Labor	$650.00
Equipment	800.00
Materials	50.00
TOTAL	1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") There is no provision in the contract to cover the additional work caused by the engineering error. Payment for the extra berm paving placed will be made on bid item 31, BERM PAVING.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,775,532.38	
Present estimate of project cost, including $1,500.00 for work under this order	$1,749,000.43	
Expected under-run ~~over-run~~ amount	$ 26,531.95	
Expected under-run ~~over-run~~ per cent	1.5	

Submitted by: J. D. Hazell
Resident Engineer

Approval Recommended: D. Lowman
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved .....
Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing cc: Materials, John Jenkins

AD

7832

May 1, 1974

Lord Bros. Contractors, Inc.
P. O. Box 17197
Portland, OR 97217

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7832 for work on the S.E. 92nd Ave. O'Xing & Phillips Cr. (82nd Ave.) Section of the East Portland Freeway in Multnomah and Clackamas Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 100 days is granted to complete phase "b" contract work without assessment of liquidated damages due to delay caused by early inaccessibility, as covered by Price Agreement No. 1.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Ed Hardt

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7832 Contractor Lord Bros. Contractors Inc.

Highway East Portland Freeway and Cascade

Section 92nd Ave O'xing and Phillips Cr. (82nd Ave)

Kind of Work Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 100-day extension for Price Agreement No. 1, to complete phase "b" contract work without assessment of liquidated damages, due to delay caused by early inaccessibility.

Recommended for Approval:

Division Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	7832
Project designation	I-205-7(25)306 State-Federal
Date awarded	October 4, 1972
Work started	February 26, 1973
Per cent completed	60 2-9-74 Date
No. of Calendar Workdays Allowed	365
No. of Calendar Workdays Used	289 2-9-74
No. of Added Workdays Requested	100

BP*6298-734

E-365 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 29, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 365 calendar days to 465 calendar days, within which to complete our Contract No. 7032, without the assessment of liquidated damages. The said contract is described as follows: S. E. 92nd Avenue Overcrossing & Phillips Cr. (82nd Ave.)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Price Agreement No. 1 agreed to 100 days extension due to rescheduling. The delay was caused by inaccessibility.

Respectfully submitted,

W. F. LORD CONTRACTORS, INC.
Contractor

By W. F. Lord
W. F. Lord

CONSENT OF SURETY

Date January 30, 19 74

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. Howrey
Attorney-in-fact
FRED S. JAMES & CO.
By Jack C. Burnett (SEAL)
Resident Agent
Jack C. Burnett

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 15, 1974

APR 22 1974

Office of Assistant State Highway Engineer

FILE:

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
S.E. 92nd Ave. O'xing &
Phillips Cr. (82nd Ave.)
Contract No. 7832
FAP No. I-205-7(25)306

Lord Bros. Contractors, Inc., contractor for the subject project, has requested an additional 100 calendar days to complete phase "b" contract work without assessment of liquidated damages. Delay to the completion of the project caused by early inaccessibility as acknowledged on Price Agreement No. 1 is cited as the basis for the request.

The contract was awarded October 4, 1972, and 365 calendar days were allotted to complete phase "b" work which forecast a completion date of October 24, 1973. Phase "b" is the over-all completion of entire project. The contract work is approximately 70 per cent complete as of April 13, with an estimated completion date of July 17, 1974.

A suspension of work order was issued effective October 27, 1972 right at the start of the time count due to inaccessibility because the approach fills that were to have been placed under another contract were not in place. Resumption of work was ordered effective February 26, 1973, after sufficient embankment had been placed so that work on the southbound structure could proceed. Price Agreement No. 1 was negotiated whereby the contractor was compensated for his increased costs due to the delay and gave assurances that the approach fills for the northbound structure would be placed by August 15, 1973. This agreement recognized that a 100 calendar day extension would be valid due to the delay in starting end bent and superstructure work on the northbound structure.

The northbound approach fills were in place by August 6, 1973, but the work was further delayed by two labor disputes during the summer of 1973 when time was not counted. The southbound structure is now 93 per cent complete and the northbound structure is 42 per cent complete with project completion expected in mid July. The original contract time will now expire April 26, 1974.

The 100-day extension tentatively agreed upon by Price Agreement No. 1 should be formally granted now. This would extend to August 4, 1974. Liquidated damages for phase "b" accrue at the rate of $300 per day. The early phase "a" covered the Phillips Creek box culvert work which is almost complete and currently under a stop work order with 8 days time remaining to use.

This is a "Federal-aid Interstate Highway Project" and any extension of time will require FHWA approval. A rough draft letter requesting their concurrence is attached as is a chart of contract time.

JAB:WR:fr

Att.

cc: V. L. Gallagher

1972 — 1973 — 1974

Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. | May | June | July | Aug | Sept.

Bid Opening 28
Start Day Count 26
Suspension of Work (10-27)
Resumption of Work 27
Beg. Labor Dispute 14
End Labor Dispute 5
Beg. " 14
End " 21
Contract time expires 26
Extended Time expires 4
Anticipated Completion Date 31

Br. # 9711A (Southbound)

Approach Fills Completed (110 Days Charged)

Anticipated Completion 31±

Br. # 9711 (Northbound)

Contractor Working on Interior Bents

Original Contract Time Charged (365 Calendar Days)
Requested Time Extension (100 Calendar Days)
Entire Site Accessable

92nd Ave. O'xing & Phillips Cr. (82nd Ave.)

7832

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-205-7(25)306
S.E. 92nd Ave. Overcrossing & Phillips Creek
Request for Time Extension

DATE: April 25, 1974

In reply refer to: 10-41-AA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the requested 100-day extension based on the delays caused by the incomplete approach fills for the structures. This extension was basically set out and agreed upon under Price Agreement #1.

for G. L. Green

RECEIVED
APR 29 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 26 '74
REFER TO
FOR
Info | Prep | R/D | D/R | Sign | Act | File

4-29-74
cy Keasey
Bodman
Gallagher

cy adj

NOTED
H.S. COULTER

7832

April 23, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7832
S. E. 92nd Avenue Overcrossing and
Phillips Creek (82nd Avenue)
FAP No. I-205-7(25)306

Lord Bros. Contractors, Inc., contractor for this project, has requested an additional 100 calendar days to complete phase "b" contract work without assessment of liquidated damages. Delay to completion of the project caused by early inaccessibility, acknowledged on Price Agreement No. 1, is cited as the basis for the request.

Phase "b" is the overall completion of the entire project. The contract work is approximately 70 percent complete as of April 13, with an estimated completion date of July 17, 1974. After suspension of contract time during labor disputes in 1973, the original contract time will now expire April 26.

The 100-day extension tentatively agreed upon by Price Agreement No. 1 should be formally granted. Your concurrence is requested.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
V. L. Gallagher

7832

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

METROPOLITAN REGION

PORTLAND, OREGON 97213
May 11, 1973

Mr. H. S. Coulter

Ass't Highway Engineer

S A L E M

SUBJECT: Phillip's Creek Box Culverts
State Contract No. 7832
Prefix: 626-1089

In response toyour request, we have investigated the circumstances which resulted in the letter from Mrs. J. M. Farlow to State Representative Lindquist. Enclosed you will find CH2 M - Hill plan sheets 42 and 43 which show the construction through the Farlow property. Also enclosed are two folders of photographs. Each picture is numbered and the location and direction is indicated on plan sheet 43.

We talked with both Mr. Walter Shick, right-of-way agent for Clackamas County,and Mr. and Mrs. Farlow. At the present time the property is under condemnation by the County. In the third paragraph of the letter you will note they were aware atthe time they purchased the property, that the County intended to construct a sewer to improve drainage. They were not aware the plan would include a storm drainage ditch 40 feet wide and approximately 8 feet deep (see profile on sheet 42). Photographs 3, 4, and 5 show the ditch they constructed. Mr. Shick tells us approximately 20% of the runoff will be from the freeway and the remainder from the area east of 82nd. He has offered the Farlows $7,250 for a permanent construction easement. We have roughed out the cost of our box culverts at approximately $100 per linear foot, so for the 280 feet on their property this solution would cost $28,000. In the loop between McBride Street on the south and our box culvert crossing 82nd Avenue at the north there are 23 property owners. All but six have settled and Mr. Shick expects several of these to settle without going to court.

We can sympathize with Farlows and agree the drainage ditch occupies a great deal of property. The route taken is the simplest and undoubtedly the cheapest solution. It seems unfortunate the loop to the west of 82nd between our two box culverts is necessary for the storm drainage. A line parallel and on the east side of 82nd looks approximately 1000 feet shorter but would involve an extensive box culvert crossing a multitude of paved areas, utilities, and so forth.

JOHN D. HOWARD
Resident Bridge Engineer

RECEIVED
MAY 14 1973
Office of
Assistant State Highway Engineer

cc: Mr. R. N. Bothman
file
JDH:dfh
enclosures

MAR 1 5 RECD

LAWN ACRES MOBILE HOME PARK

11421 S.E. 82nd Avenue Portland, Oregon 97266

March 14, 1973

Dear Mr. Linquist;

We have been informed you are one of the Represenitives in our area.

The problem in our area conforms to several issues raised in the legislature at this time. We would like to inform you just what is happening to the property owners in our area. It is the Phillips drainage area.

At the time we bought our property, we first went to the County to find out about this drainage ditch. They informed us that when sewers were installed, that this drainage problem would be about 90% improved. At this point, we worked 3½years improving with land fill,tore brush and b rry vines out, and also tree removal. We made a definite creek bed at the back of our property, which could have been easily tiled when the water flow receded with the construction of the sewers.

Now the State Highway Department and the County Service District want to o en up a storm drainage ditch 40 feet wide by 10 feet deep through the center of our improved property, trapping dead land on the other side. This is happening to several of the pro erty owners on this preposed drainage ditch. This ditch would be the run offfrom all undeveloped land from 82nd. up the hills to the East. The State Highway Department also would use this for the new 205 freeway storm drains.

This ditch will be larger than Johson Creek, which has been a problem spot for years. They will be placing the responsibility on the property owners to pay taxes on it and to maintain it because it will be on private property. There will be no fences constructed to protect us from responsibility of any form of accident which could occur.

We have talked to both State and County Officials about this situation and they agree that it is a very poor solution to the drainage in this area, but it is the cheapes route to go.

All the pro erty owners in this area are discusted with this line of thought and also because they can not guarantee that in years to come that this ditch will not flood over and take more of the land. Several peices of property are in the proces of being condemned at this time, including ours.

This situation is so unreal and inconceivable in our modern times. How are the State and County justified in having open storm drains on private property?

With all the discussions at the legislature at this time about resourcefullness of land conservation and proper land zoning, we feel this is a problem that could use some better judgment than is bein used now. There must be a better solution than something like this in a area that has so much potential in the future for development.

Please help us if at all possible.

Thank you.

Sincerely,
Lawn Acres Mobile Home Park

Mrs J M Farlow

7832

FORM PR-33A (REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr. Christianson

4-12-73

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropriate box) ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
	1	Multnomah and Clackamas	Oregon

Date of Inspection	Inspection Made By	Project No.
4-12-73	P. E. O'Neil, Asst Area Engineer	I-205-7(25)306

In Company With
David Hirte, Structural Inspector.

Location
S. E. 92nd Ave. O'xing and Phillips Creek, south City Limits of Portland

APR 24 19

REGIONAL OFFICE

Contractor Name and Address
Lord Bros. Contractors Inc., Portland, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
10-4-72	$1,565,451.00	a) 270 b) 365	2-26-73	2-26-73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	a) 1% b) 12%	16%

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	WIDTH (Feet)
N/A					

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Post-tensioned concrete box girder	X281	0.068

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

4-25-73
Copies of Yours

S. E. 92nd AVE. O'XING & PHILLIPS CREEK
EAST PORTLAND FREEWAY
Structures

Info	FOR	REFER TO	APR 25 '73
Inves			
S/D			
D/R			
Dft			
Clk			

RECEIVED STATE HIGHWAY ENGR.

DESCRIPTION:

The work to be accomplished under this contract consists of construction of box culverts at two locations on Phillips Creek and the construction of two overcrossing structures at 92nd Avenue.

WORK IN PROGRESS:

The contractor was driving piling at bridge #9711. The total amount of piling driven to date is 52%. They are continuing to form and pour columns and footings.

(more)

RECEIVED
U. S. BUREAU

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

COMMENTS:

A shipment of #11 rebars did not meet specification requirements. The State added extra rebar in the columns to compensate for the low-strength steel.

The contractor is meeting the requirements of the EEO special provisions. He has two trainees presently working.

7832

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

FOSTER

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: MARCH 8, 1973

TO: OREGON STATE HWY. COMM.
STATE HWY. BLDG.
SALEM, OREGON

#7832

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: LORD BROS. CONTRACTORS, S.E.92ND AVE.& CRYSTAL SPRINGS BLVD. PORTLAND, OREGON

in the county of MULTNOMAH & CLACKAMAS, State of Oregon, and on the order of (contractor) LORD BROS. CONTRACTORS INC.. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 26 day of FEBRUARY 1973, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

RECEIVED
MAR 12 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

AR/vb
REGISTERED MAIL NO. 399015

JOB: OREGON STATE HWY. COMM.
SALEM, OREGON
(address)

1732

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-19	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
3	10-31-72	Multnomah & Clackamas
		PROJECT NO.
		I-205-7(25)306

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205 SE 92nd Ave. (o.14 mi. N. of Portland City Limits)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-6-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,736,075	$ 1,601,876

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G J Walsh
(Division Engineer)

for G. L. Green

Date executed by Division Engineer OCT 31 [illegible]

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid
Project No. I-205-7(25)306

SE 92ND AVE. O'XING & PHILLIPS CR. (82ND AVE.) SECTIONS
ON THE E. PORTLAND FREEWAY HIGHWAY
IN MULTNOMAH AND CLACKAMAS COUNTIES

Salem, Oregon, October 19, 1972

Project Agreement Estimate

Type Code X281
92nd Ave. Overcrossing (Br. No. 9711; Sta. 550+23.42 to Sta. LN 553+86.41)
(Br. No. 9711A; Sta. 549+18.25 to Sta. LS 552+77.43)
(Equa. L 550+56.38 = LN and LS 550+56.38)

Temporary Protection and Direction of Traffic	All Required (10%)			$ 3,069.50
Mobilization	All Required (90%)			171,135.00
Shoring, Cribbing, Etc.	All Required			40,000.00
Structure Excavation	6,000 cu.yd.		8.00	48,000.00
Structure Excavation Below Elevations Shown	570 cu.yd.		4.00	2,280.00
Furnish HP 12x53 Steel Piling	27,165 lin.ft.		6.00	162,990.00
Drive Steel Piles	382 only		110.00	42,020.00
Splice Steel Piles	95 only		40.00	3,800.00
Class 'A' Concrete (2,670 C.Y.)	All Required			134,000.00
Class 'AA' Concrete (4,700 C.Y.)	All Required			347,800.00
Type D-260 Seal Expansion Joint*	520 lin.ft.		100.00	52,000.00
Prestressing Steel (292,000 lbs.)	All Required			108,000.00
Reinforcement (1,167,400 Lbs.)	All Required			163,436.00
Bearing Devices Bent 3, Location A & F	4 only		1,200.00	4,800.00
Bearing Devices Bent 3, Location B & E	4 only		700.00	2,800.00
Bearing Devices Bent 3, Location C & D	4 only		900.00	3,600.00
Bearing Devices Bent 4	18 only		150.00	2,700.00
Preparation of Slopes	3,200 sq.yd.		3.00	9,600.00
Concrete Slope Paving	3,200 sq.yd.		8.00	25,600.00
Berm Paving	1,060 sq.yd.		2.00	2,120.00
Slope Paving Curb	660 lin.ft.		1.50	990.00
Reinforced Concrete Bridge End Panels	1,150 sq.yd.		14.00	16,100.00
1 1/2-inch Electrical Conduit	390 lin.ft.		3.00	1,170.00
2 1/2-inch Electrical Conduit	380 lin.ft.		4.50	1,710.00
				$1,349,720.50

Flagging (60% of Contractor's Cost)	All Required (10%)		$ 300.00
Temporary Erosion Control	All Required (10%)		250.00
On-the-Job Trainees	5 only	800.00	4,000.00
			$ 4,550.00
	Subtotal		$1,354,270.50
	10% Engr. & Cont.		135,426.50
	Total		$1,489,697.00

*NOTE: Experimental (Category 2)

Type Code Y007
Phillips Cr. (82nd Ave.) Minor Strs. (Opposite Sta. 630+00 ± and Sta. 663+00 ±)

Temporary Protection and Direction of Traffic	All Required (90%)		$ 27,625.00
	All Required (10%)		19,015.00
Mobilization	All Required		75,000.00
Removal of Structures and Obstructions	5,500 cu.yd.	2.00	11,000.00
Trench Excavation	800 cu.yd.	7.00	5,600.00
1" - 0 Aggregate Base	400 ton	15.00	6,000.00
Class 'B' Asphalt Concrete	730 cu.yd.	70.00	51,100.00
Class 'A' Concrete in Box Culverts	112,000 lb.	0.14	15,680.00
Reinforcement in Box Culverts	90 lin.ft.	8.00	720.00
12-inch Sewer Pipe	170 lin.ft.	10.00	1,700.00
15-inch Sewer Pipe	45 lin.ft.	12.00	540.00
21-inch Sewer Pipe	90 lin.ft.	3.00	270.00
Extra for Pipe Under Pavement	8 cu.yd.	60.00	480.00
Concrete Curbs			$ 214,730.50
Flagging (60% of Contractor's Cost)	All Required (90%)		$ 2,700.00
Permanent Pavement Striping	All Required		500.00
Stage Construction Striping and Remove Existing Striping	All Required		3,000.00
Temporary Erosion Control	All Required (90%)		2,250.00
On-the-Job Trainees	1 only	800.00	800.00
			$ 9,250.00
	Subtotal		$ 223,980.50
	10% Engr. & Cont.		22,397.50
	Total		$ 246,378.00

Length of Structures - - - - - 0.068 Mile
Length of Minor Structures - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structures	$1,489,697.00	$1,374,543.00	$115,154.00
Minor Structures	246,378.00	227,333.00	19,045.00
Total	$1,736.075.00	$1,601,876.00	$134,199.00

Group 1 - 100%

Contract No. 7832

Prefix - 626-1089

RECEIVED

5

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7832

October 11, 1972

Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

ATTENTION: Mr. G. L. Green
Acting Division Engineer

NOTE F.B.K.

Re: Water Main Adjustment
Clackamas Water District
S.E. 92 Avenue Overcrossing and
Phillips Creek (82nd Avenue)
Section
East Portland Freeway and
Cascade Highway
Multnomah & Clackamas Counties
Utility Project No. I-205-7(13)300

Gentlemen:

Reference is made to our letter of August 31, 1972 which transmitted an estimate and sketch for the adjustment of Clackamas Water District facilities in conflict with the box culvert construction on 82nd Avenue, a part of the subject project.

The District's estimate was based on the belief that the relocation could be accomplished with their own equipment. Staking of the proposed structure by the State disclosed that the depth of the adjustment would be increased from an anticipated 9-foot maximum cut to an 11 or 12-foot cut. The District's equipment is not capable of excavation to these depths. It is, therefore, necessary to contract the excavation work.

Attached hereto are two copies of a letter from Mr. Heala setting forth the equipment to be utilized under contract and a total hourly cost for the equipment. The over-all hourly rate is less than AGC rates. The over-all cost for the two adjustments should not exceed the original approved cost as the work will be completed in less than one-half the time.

Your approval of this change of method to accomplish the relocation as evidenced above and confirmation of your advanced authorization for the change as of October 3, 1972, under the provisions of PPM 30-4 and 30-4.1, is requested.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: F. B. Klaboe
R. N. Chase
V. L. Gallagher

RECEIVED
STATE HWY ENGR
OCT 11 '72
REFER TO
FOR

RECEIVED
1

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING 9-12-72

I-205-7(25)207
STATE PROJECT NO.

SE 92ND AVE OVERXING & PHILLIPS CREEK (82ND AVE.) SECTION

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-721

COUNTY NAME
CLACKAMAS & MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
1332
G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
SEP 14 '72
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
SEPTEMBER 6, 1972	SEPTEMBER 6, 1972	INTERSTATE ROUTE 205
		STATE ROUTE NUMBER: EAST PORTLAND FREEWAY #64

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $3000; TEMPORARY EROSION CONTROL $2500; ON THE JOB TRAINING $4800; STAGE CONSTRUCTION STRIPING $3000 & PERMANENT PAVEMENT STRIPING $500 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $3000; TEMPORARY EROSION CONTROL $2500; ON THE JOB TRAINING $4800; STAGE CONSTRUCTION STRIPING $3000; PERMANENT PAVEMENT STRIPING $500

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S SEPTEMBER 1, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

9-14-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-72	G L Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 10-71) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) MAY BE USED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7832

September 12, 1972

Clackamas Water District
P. O. Box 67
Clackamas, Oregon 97015

ATTENTION: Mr. Fred W. Whitfield

Re: Water Main Adjustment
Clackamas Water District
S.E. 92nd Avenue O'xing & Phillips Creek (82nd Avenue) Section
(Washington State Line-Clackamas River Utility Section)
East Portland Freeway & Cascade Highway
Multnomah and Clackamas Counties
Project No. I-205-7(13)300

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 24, 1972, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of August 31, 1972.

Reimbursement for the work performed on and subsequent to August 31, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
G. L. Green
R. N. Chase w/attach
V. L. Gallagher "
V. E. Skoog "
H. S. Coulter " (2)
John Howard "
Jack Hesla "

Note to Mr. Coulter: Please have an unnumbered State Force Order prepared and submitted for this work.
Project No. I-205-7(13)300
Prefix No. 626-1099
Return one copy of Est. and sketch with SFO.

RECEIVED
SEP 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
UNTAUG 2 8 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7832

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 18, 1972

TO
Glen L. Green, Acting
~~Rxxxxxxxxxx~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT
92nd Avenue Overcrossing
S.E. 92nd Ave. Oxing Section
East Portland Freeway I-205
Multnomah County
Bridges 9711 and 9711A
Your File 10-35 FA I-205-7(24)304

NOTED
A. E. JOHNSON

In your letter of April 12, 1972, approving a WABO expansion joint on the subject structure as submitted by our letter of March 16, 1972, it was requested that we resubmit this in advance of the PS&E date.

This structure is now scheduled for a September 28, 1972, letting date. The experimental features will be identified on the PS&E estimate and arrangements to provide for the post-construction inspection and evaluation reports will be made. Enclosed is a copy of our work plan and inspection report.

JMT:smd

cc A. E. Johnson
L. H. Young
Ed Hardt W/2 copies work plan and insp. report.
V. E. Skoog

RECEIVED
AUG 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1972
FOR FILING
STATE OF OREGON
1859
78432

RECEIVED
AUG 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

August 16, 1972

cc's sent 8/17/72 to:

E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
L. W. Rulien (2)
J. F. Putnam (2)
W. E. Schwartz (2)

NOTED
E. S. HUNTER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of August 8, 1972, relative to the following projects:

1. Southeast 92nd Avenue, O'Xing and Phillips Creek
2. Clarno Section, Shaniko-Fossil Highway
3. Second Street, South - Railroad Blvd. (Redmond)

We concur with the comments of Mr. Carnegie in his letter to you dated August 10, 1972.

The opportunity to review the plans is appreciated.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

Hall
R. Olson
Trout

RECEIVED
AUG 17 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Return Slip ☐
Do not File ☐
Return To
Bring Up
Other

TRANSACTION NUMBER 8-36

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-14-72

BY (Signature): MR. YOUNG'S AUGUST 7, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☑ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 721 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
721	I-205-7(25)306	0.07	2,350,000	2,168,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
SE 92ND AVENUE OVERCROSSING & PHILLIPS CREEK (82ND AVE) SECTION. CLACKAMAS & MULTNOMAH COUNTIES	ONE STRUCTURE AND TWO MINOR DRAINAGE STRUCTURES.

8-16-72
Young

Received
AUG 16 1972
DEPT OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

7832

RECOMMENDED

DATE

SIGNATURE AND TITLE

DATE: 8-14-72

APPROVED

SIGNATURE AND TITLE: for E. J. Walsack
ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

DEPARTMENT

FISH COMMISSION

7832

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

RECEIVED
AUG 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 10, 1972

cc's sent 8/14/72 to:

E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
L. W. Rulien (2)
J. F. Putnam (2)
W. E. Schwartz (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sirs:

The following titled projects transmitted to us by your letter dated August 8, 1972 have been reviewed:

1. Southeast 92nd Avenue, O'Xing and Phillips Creek
2. Clarno Section, Shaniko-Fossil Highway
3. Second Street, South - Railroad Boulevard (Redmond)

The John Day River in Item No. 2 supports substantial runs of anadromous fish, thus water quality and fish passage must be maintained. Construction work in the flowing stream should be done between June 20 and August 30.

Our main interest in Items No. 1 & 3 is maintaining water quality.

We appreciate the opportunity to review these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon State Game Commission

NOTED
E. S. HUNTER

RECEIVED
AUG 14 1972
DIVISION

RECEIVED
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7832

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 7, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project I-205-7(25)306

We are submitting program data for one project, Item No. 721, Project No. I-205-7(25)306, "S.E. 92nd Avenue Overcrossing and Phillips Creek (82nd Ave.) Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on September 28, 1972.

The proposed work is stage construction of this section of Interstate Highway for it is necessary toward accomplishing the completion of the ultimate facility and, as such, the Environmental Statement (PPM 90-1), Clearinghouse Review (IM 30-1-70), Public Hearings and Location/Design Approval (PPM 20-8) requirements were complied with under the initial construction project, No. I-205-7(24)304.

LG:bb
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-7-72

FEDERAL-AID (PI

CARD 2 | REPORT NUMBER (18)(20): 1 | PROJECT LOCATION (45 typewriter spaces) 21 65: I-205 SE 92nd Ave. (Portland) | ADT | PRESENT: 25,000 / 44,700* | FUTURE (66)(70): 109,200*

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: One Bridge & 2 Minor Dr. Strs. | NATL. FOREST (63)(65) | FM ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71)(72) | EMERG. YR. (73) | PL. (74) | COUNTY NAME

CARD 4 | CLASS OF FEDERAL FUNDS: Interstate | ROUTE NO. I | FEDERA I-

NAME OF URBAN AREA (17-31): Portland

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43-46	STEP 53	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUN (67)
1										
5					PE		I-205 SE 92nd Ave. (0.14 mi. N. of Portland city limits)			
5					ROW		"SE 92nd Ave. O'xing & Phillips Cr. (82nd Ave.) Sec."			
5					CONST (CODE) X281 Y007			0.07	2,350,000	2,168.0
							PROJECT TOTALS	0.07	2,350,000	2,168.0

(16) (23)(24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

*Based on completion of Johnson Cr. Fwy. & Mt. Hood Fwy.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	25,000 44,700*	109,200*	92	10	Oregon	35	042	721
	(66)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(70)	(71)	(72) (73)	(74) (75)	I-	205-7	(25)	306	
				14 23	7	13	(24) (26)	27

COUNTY NAME: Clackamas & Multnomah — CODE: 005 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-205 (32) — STATE: 64 (36) (37) — U.S.: I-205 (41)

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(59) (66)	(67) (76)			
				Const. one twin o'xing str. (L. 361'; H.C. 72') & 2 minor drainage strs. (box culverts less than 20 ft.).
				ROW-410' min.; Access Control-full; Parking Restrictions-complete.
2,350,000	2,168,000	182,000		
2,350,000	2,168,000	182,000		
(16)	(23) (24)	(88)		

REMARKS

Additional Data: Item 699, Project No. I-205-7(24).

d on completion of Johnson Cr.
& Mt. Hood Fwy.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

SE 92ND AVE. O'XING & PHILLIPS CR. (82ND AVE.) SECTION

PROJECT NO. I-205-7(25)306

REMARKS - continued

Project Data: The project consists of construction of one twin overcrossing structure, at SE 92nd Avenue, which is described below under "Structure" and construction of two double reinforced concrete box culvert drainage structures, a double 6'x4'x392' and a double 8'x4'x270', to carry Phillips Creek under SE 82nd Avenue approximately opposite I-205 centerline stations 630 and 663, respectively. Replacement of curbs, base and surfacing for SE 82nd Avenue removed to construct the double box culverts and also incidental work common to this type of project.

NOTE: FHWA, under Memorandum dated June 27, 1972, concurred in the selection of the Phillips Creek Channel as an outfall for storm water runoff from the Foster Road-Causey Avenue Section, presently under construction as Project I-205-7(24)304, and also approved the use of FAI funds for the proposed facility which entails construction of the two double reinforced concrete box culverts on SE 82nd Avenue (FAP 41).

Structure: Br. Nos. 9711 & 9711A; hwy. over hwy.; twin prestressed concrete box girder; L. 363' N.B. & 359' S.B.; H.C. 72' ea.; Type Code X281; Est. Cost $1,600,000.

Environmental Statement (PPM 90-1), Clearinghouse Review (IM 50-1-70), Public Hearings and Location/Design Approval (PPM 20-8) Requirements: Complied with under the initial construction, Project No. I-205-7(24), as this work is stage construction of the ultimate facility.

Utilities: Adjustment of utilities is programed under I-205-7(13)300.

Data for PR-37: Multnomah County. . . . . Est. Cost $1,600,000
Clackamas County. . . . . Est. Cost $ 750,000

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

7833 Sylvan Int. Sec. of Sunset Hwy. 1972
in Portland
(Grad., pav., struct., signing, illum.)

7833

August 14, 1973

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 13, 1973, we wrote to you concerning release of final payment on Contract No. 7833 awarded to Schubert Company, Inc., for work on the Sylvan Interchange Section of the Sunset Highway in Multnomah County.

The total contract amount is $273,764.72, including $2,724.24 for work performed under force account.

Very truly yours,

C. H. Head, Manager
ADMINISTRATIVE SERVICES

td
cc Schubert Company, Inc.
9905 S. E. Lawnfield Road
Clackamas, Oregon 97015
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Bulien

7833

August 8, 1973

TO Oregon State Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract 7833, Work Completed June 11, 1973

Project Sylvan Interchange

Highway Sunset, County Multnomah

Type of Work Grading, Paving, Structure, Signing & Illum.

Contractor Schubert Company, Inc.

Recommended Acceptance Date August 7, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7833

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sylvan Interchange

WEEK ENDING: July 21, 1973

SECTION PREFIX: 26-1103-900

HIGHWAY: Sunset

COUNTY: Multnomah

NAME OF JOB: Sylvan Interchange

KIND OF WORK: Grading, Paving, Struc, Signing & Illum.

CONTRACTOR: Schubert Company, Inc.

CONTRACT NUMBER: 7833

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: October 4, 1972

DATE WORK STARTED: October 24, 1972

ESTIMATED COMPLETION DATE: June 5, 1973

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 225

CALENDAR DAYS USED: 223

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $302,964.42

ENGINEERING AUTHORIZATION: $24,023.61

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $278,940.81

ENGINEERING COST TO DATE: $23,999.40

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $273,722.20

PERCENT OF AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED: June 11, 1973

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.9 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	CURBS	SIDEWALK
	X	100	100	100	100		100	100
				Gen. Exc. GRADING	Aggr. Base ~~SURFACING~~	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	"B" ITX PAVING
MILES IN PROJECT				.10	.10			.10
MILES PARTIALLY COMPLETED								250 T
MILES COMPLETED				.10	.10			320
TOTAL ESTIMATED QUANTITIES (CONTRACT)				130 CY	30CY			320
TOTAL QUANTITIES CORRECTED TO DATE				165	20			0
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				165	20			
AVERAGE DAILY QUANTITIES				0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	0			
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8650 A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED (calender)	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Clear	0		
MONDAY 16	Clear	0		
TUESDAY 17	Clear	0		K C
WEDNESDAY 18	Clear	0		
THURSDAY 19	Cloudy	0		A
FRIDAY 20	Cloudy	0		
SATURDAY 21		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 15	No ACTIVITY ALL WEEK
MONDAY 16	
TUESDAY 17	
WEDNESDAY 18	SEMI*FINAL ESTIMAte submitted.
THURSDAY 19	
FRIDAY 20	
SATURDAY 21	

REMARKS

STATUS: SEMI-FINAL ESTIMATE SUBMITTED.

NEXT WEEK: THIS IS THE FINAL REPORT.

cc: XXXXXXXX
Const. 2
Traffic
Region
File

SIGNED [signature] LOCATION Portland
Howard R. Harris Res. Br. Eng.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*1216

4779

FILED
MAR 26 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
3-30-73 KO

OREGON STATE HIGHWAY DIVISION

7833

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 26, 1973

Power Rents, Inc.
10380 Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin Schimmel
President

Gentlemen:

This is to acknowledge three letters of March 20 notifying us of your claims against Lewis Construction, Inc., as described below.

The first claim is for $807.52 for equipment charges during the months of November and December, 1972. From the description, this appears to be in reference to Contract No. 7833 with Schubert Company, Inc., for work on the Sylvan Interchange of the Sunset Highway in Multnomah County.

The second claim is for $588.77 for equipment charged in the months of November 1972 and January 1973. From the description this appears to be in reference to Contract No. 7834 with Schubert Company, Inc., for work on S. W. 12th Avenue-S. W. 18th Avenue (Goose Hollow) Bikeway Section of the Sunset Highway in Multnomah County.

The third claim is for $874.58 for equipment charged in the months of September, October, November, 1972, and February 1973. As described, this appears to be in reference to Contract No. 7750 with Schubert Co., Inc., for work in Mary S. Young State Park in Clackamas County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on all three contracts. We will advise them of the receipt of your claim letters and we will forward them to the Secretary of State for filing.

NOTED
C. W. HEAD

Please advise this office when these claims have been satisfied.

Very truly yours,

C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Schubart Co., Inc.
United Pacific Insurance Company

Hon. Clay Myers - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

March 20, 1973

Mr. Cecil Head
State Highway Division
Room 121
State Highway Building
Salem, Ore. 97310

Re: 7833

Dear Mr. Head:

We would like to file a claim againest Lewis Construction, Inc., 14515 S. W. Scholls Ferry Rd., Beaverton, Oregon 97005, Gary Lewis, owner, for his refusal to pay off on a charge account in the amount of $807.52.

This equipment was charged in the months of Nov., and Dec., 1972, for job 7833-Sylvan Interchange-Multnomah County. We have received no payment on invoices totaling this amount.

The name of the bonding company is United Pacific Insurance Co., P. O. Box 1216, Tacoma, Wash.

We are a new company of only one year, and we cannot afford this type of delinquent account without feeling the hardship. Anything that you could do to speed up this payment would be most appreciated.

Very truly yours,
POWER RENTS, INC.

Irwin Schimmel

Irwin Schimmel
President

IS/td

RECEIVED
MAR 2[illegible] 1973
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JAN 1 2 1973
FOR FILING

7833

Salem, Oregon

January 15, 1973

Mr. L. W. Rulien
Regional Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

Sylvan Interchange Section
Multnomah County
Contract 7833
Shear Keys for Box Beams

NOTED
A. E. JOHNSON

Enclosed are four copies of details (sheets 1 and 2) prepared by this office for adding vertical keys between the box beams. These are intended to resist the longitudinal force which will be produced when the skewed transverse tie strands are tensioned.

Morse Bros. and Ellis Jones have received received copies of this detail and the keyways are being fabricated in the boxes.

Please inform the contractor and negotiate a price agreement for his extra work and materials.

JHW:dh
Enclosures

cc A. E. Johnson
Howard Harris /w/ 2 encls.
R. J. Wright

RECEIVED
JAN 16 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
1972

7833

Salem, Oregon

December 29, 1972

Mr. Ellis Jones
Resident Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

A. E. JOHNSON

Sylvan Intch. Section
Sunset Highway
Multnomah County
Contract 7833
Prestressed Box Beam Details

Morse Bros." drawing 2677 (shts. 1 and 2) and strand location calculations (2 copies) are enclosed for your use. Their revised strand patterns will result in no significant change in prestressing centers of gravity from those shown on the contract plans.

Also enclosed are four copies of details (shts. 1 and 2) prepared by this office for adding vertical keys between box beams. These are intended to resist the longitudinal force which will be produced when the skewed transverse tie strands are tensioned. Please see that Morse Bros. receives details required to form the keyways. There will be additional material costs that will require negotiation of a price agreement.

MEZ:dh
Enclosures

cc A. E. Johnson
J. H. Versteeg
R. J. Wright

RECEIVED
JAN 3 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1972
FOR FILING

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

FOSTER

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

7833

DATE: DEC. 11, 1972

TO: OREGON STATE HWY. DEPT.
STATE HWY. DEPT. BUILDING
SALEM, OREGON

#7833

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: SYLVAN UNTERCHANGE, SUNSET HIGHWAY PORTLAND, OREGON

in the county of MULTNOMAH, State of Oregon, and on the order of (contractor) GENERAL CONST. CO. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 5TH day of DECEMBER 1972, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

AR/vb
REGISTERED MAIL NO. 87540

JOB: OREGON STATE HWY. DEPT.
SALEM, OREGON
(address)

RECEIVED
DEC
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B. C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

P U B L I C J O B

Through the normal course of business, we would certainly not exercise a lien on your project -- a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor

We appreciate your cooperation in this matter, and hope that you will call if there are any questions

L. B. FOSTER COMPANY

RECEIVED
NOV 1 - 1972

FORM E-30
FOR FILING

7833

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: October 30, 1972

SUBJECT:

NOTED
A. E. JOHNSON

To: WALT HART
Bridge Engineer

FROM: L. W. RULIEN
Regional Engineer

SUBJECT: Deck Waterproofing
Sylvan Interchange Structure
Contract 7833

I have your letter of October 20, 1972 requesting deletion of the Koppers Company coal tar waterproofing system. I would like to propose and suggest that rather than substitute another system that we just delete the item and forget about it. I have not observed in this area any detrimental affects to our bridge decks due to lack of waterproofing. Consequently, it appears that the rather considerable costs involved in this operation are giving us rather low returns for the dollars expended. Please advise.

To Walt Hart:
With the possible use of salts in this area, I do not believe we should delete the waterproofing

LWR/cr
cc A. E. Johnson
Howard Harris

RECEIVED
OCT 31 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 20, 1972

TO L. W. Rulien
Region 1 Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Membrane Waterproofing for Bridge Deck
Sylvan Interchange
Sunset Highway
Multnomah County
Contract 7833

Under Contract Item No. 27 Koppers Company hot applied coal tar waterproofing membrane is specified to be installed on the deck of the Sylvan Interchange structure, Bridge No. 8650A. The use of this waterproofing system is being temporarily terminated because we have had trouble with this system on other projects where it has been recently installed.

Please notify the contractor for the subject project that Koppers Company waterproofing membrane will not be used. An alternate waterproofing system for the structure will be selected at a later date. Information regarding the selected system will be forwarded at that time.

The delay in selecting an alternate system is to allow time to gather additional information on suitable waterproofing membranes. Please notify this office when the work has progressed to a point that the selection can be made with ample time allowed for installation without delay to the project.

JD/ag

cc C. Keasey
Howard Harris

REGION 1
RE ☐ RME ☐ ROE ☑ OE ☐
OCT 24 1972
TE ☐ UE ☐ DES ☐ SEC ☐

7833

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 12, 1972

TO Mr. L. H. Young
Programing Engineer

FROM Walter J. Hart
Bridge Engineer

SUBJECT Specification Revisions
Sylvan Interchange
September 28, 1972 Letting

NOTED
A. E. JOHNSON

Please provide the specification revisions noted below for the subject project by revision letter.

Section 107.27 Temporary Protective and Directional Measure for Traffic

(Insert after paragraph 3 of (f))

At such times that the contractor's operations require the closure of travel lanes, at least two lanes in each direction shall remain open except at the time periods shown below.

Monday through Friday 7:00 to 9:00 a.m.: 3 lanes eastbound to remain open
2 lanes westbound to remain open

Monday through Friday 3:00 to 6:00 p.m.: 2 lanes eastbound to remain open
3 lanes westbound to remain open

Closure of the travel lanes shall be accomplished as follows:

Install shoulder and median mounted Type "C" "USE RIGHT(or LEFT) LANES", "FORM 2 LINES RIGHT (or LEFT)" and Type "D" W4-2R (or 2L)-48 signs spaced approximately 450 ft. apart with the "USE RIGHT (or LEFT) LANES" sign approximately 400 ft. in advance of the first traffic cone used for lane closure.

The travel lane shall be closed by use of 40 inch high traffic cones spaced 25 ft. apart at a 40:1 taper with the cones to continue through the affected area.

Complete closure of the traffic in one direction to erect the prestressed concrete box beams shall be allowed only on Sundays when traffic volume is low.

The contractor shall be responsible for adequate advance warning signs, flashers, flagmen and such other precautions as necessary to safely slow to a stop the highway traffic in affected direction of travel. Such closures shall not exceed 15 minutes in duration.

The contractor's proposed method and time of highway closure shall be submitted to the engineer in ample time to permit review and approval or rejection.

EPOXY CONCRETE

Aggregate for Epoxy Concrete -

Aggregate for epoxy concrete shall consist of 40% coarse agg. 3/4" to 1/4" and 60% fine agg. except that 0% shall pass the #50 sieve size.

Additional Anticipated Items:

Ice Sign Adjustments	$200.00
Move Existing Signal Pole	$500.00

RJW:dh

cc A. E. Johnson
L. W. Rulien

RECEIVED
SEP 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7833

DATE April 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Sylvan Interchange, Sunset Highway
Agreement with Multnomah County

At the meeting on April 4, an improvement project at the Sylvan Interchange on the Sunset Highway was approved. This improvement consists of structure widening and the installation of traffic signals at the two ramp terminal intersections.

#7744

An agreement has been executed by Multnomah County in regard to the traffic installation. The total estimated cost of the signals is $35,000, to be shared 62 1/2 percent by the State and 37 1/2 percent by the County. The State will care for future maintenance and the County will care for power bills.

Your approval of the agreement and authorization for the Secretary to sign is recommended. This matter will be on the agenda for the May 16 meeting.

VPJ:lp cg

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. E. George
H. S Cox
L. W. Rulien
L. H. Young
Gary Ross
Gary Sund

RECEIVED
MAR 2[illegible] 72
[illegible]

OREGON STATE HIGHWAY DIVISION

P. O. Box 02157
7833

Portland 9720[illegible] March 17, 1972

Multnomah County
2115 S. E. Morrison Street
Portland, Oregon 97214

Brenda Peck

Attention Mr. Robert L. Nordlander
Director of Public Works

Re: Concern for Traffic Operation
Sylvan Interchange
Sunset Highway

Gentlemen:

By letter of February 28, 1972 you transmitted to us letters indicating your concern and the concern of Brenda Peck for traffic operation at the subject interchange.

We have been concerned about this problem, have undertaken a traffic investigation, and are currently working on a plan which envisions possible widening of the Scholls Ferry Road structure and certain intertied signalization at the ramp terminal. We believe that these plans will jell rapidly and we will be happy to discuss them with you when we have a definite proposal. #7744

Very truly yours,

L. W. Rulien
Regional Engineer

LWR/cr
cc R. L. Schroeder
L. E. George

NOTED
R. L. SCHROEDER

RECEIVED
MAR [illegible] 1972
[illegible]

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 248-3591 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

February 28, 1972

Mr. L. W. Rulien, Div. Engr.
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Rulien:

Enclosed herewith is a letter from a Brenda Peck, expressing concern about the traffic safety conditions at the Sylvan Interchange of Sunset Highway. We have received numerous complaints about this interchange and the resulting intersections, and we feel that a re-analysis of this area is warranted.

We would appreciate your staff's review of the traffic accidents and the traffic movements in this area to determine what might be done to alleviate the congestion and dangerous conditions that exist at this time.

Very truly yours,

ROBERT L. NORDLANDER
Director of Public Works

RLN:im
Encl.

REGION 1
RE ☐ RME ☐ RCE ☐ OE ☐
MAR 1 1972
TE ☐ UE ☐ DES ☐ SEC ☐

RECEIVED
DIRECTOR
PUBLIC WORKS
FEB 24 11
OREGON

5615 S.W. Jefferson Street
Portland, Oregon 97221
February 23, 1972

Public Works Department of Roads
2115 SE Morrison
Portland, Oregon

Gentlemen:

I have noticed coming from Beaverton on Sunset Highway that when you take the Sylvan exit, in Multnomah County, that there is a very hazardous intersection. If you want to go to Skyline Blvd., you have to cross S.W. Scholls Ferry Road and there is a blind curve to the right of you, and it is very hard to see if a car is coming over the bridge on the left of you. Also cars back up between 8:00 am to 9:00 am and 4:30 pm to 6:00 pm. This is when people are either coming or going home from work. Shouldn't there be a traffic light so that it would be safer to cross the intersection? I would appreciate having your comments on this problem.

Sincerely yours,
Brenda Peck

Nordlander
Bengels
Civil Eng
Const Eng
Dr Eng
Fleet Eng
Hr Eng
Mtn Asst
Accounting
Architect
Count Surv
Design Asst
Engr
Personnel
Planning
Secretary
Survey
Utility
Welder
Yard

RECEIVED
MAY 8 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7833

DATE March 2, 1972

AGENDA
APR 4 1972
4-f

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

SUBJECT **Traffic Signal Project**
Sylvan Interchange, Sunset Highway

Traffic volumes have increased at the Sylvan Interchange on the Sunset Highway to the point that considerable congestion exists. To alleviate this situation, it is proposed to widen the crossroad structure to four lanes and to install traffic signals at the ramp terminal intersections.

#7744

The structure widening is estimated to cost $174,000 and the traffic signals $36,000, for a total estimated cost of $210,000. It is proposed to finance this project with State Construction Funds. Your approval of the project is recommended.

This matter will be on the agenda for the April 4 meeting.

VPJ:pb ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
E. S. Hunter
L. E. George
H. S. Cox
V. E. Skoog
L. W. Rulien

Fran

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

NAME Sylvan Undercrossing BRIDGE NO. 8650

SECTION Wash. Co. Line - Highlands Intch. PREFIX NO. _____

HIGHWAY Sunset COUNTY Multnomah

ESTIMATE MADE BY CWP DATE 2-3-72

ESTIMATE REQUESTED BY _____ DATE _____

ESTIMATE MADE FROM Existing bridge plans

ESTIMATED STRUCTURE COST

Widen both sides *	$ 201,000
Widen one side *	174,000

TOTAL $ _____

REMOVE EXISTING STRUCTURE..... $ _____

DETOUR STRUCTURE..... $ _____

GRADING AND PAVING..... $ _____

RIGHT-OF-WAY..... $ _____

SIGNING AND ILLUMINATION..... $ _____

MAINTENANCE OF TRAFFIC..... $ _____

OTHER..... $ _____

ALL COSTS INCLUDE AN ALLOWANCE FOR ENGINEERING AND CONTINGENCIES.

* Final rdwy. 56'

APPROVED W.L.A.

RECEIVED
FEB 3 1972
TRAFFIC ENGR.

DATE 2-3-72

7834 S.W. 12th Ave.-S.W. 18th Ave.(Goose Hollow) Bikeway Sec. on Sunset Hwy. (Grading and paving) 1972

5

7834

May 3, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On May 1, 1973, we wrote to you concerning release of final payment on Contract No. 7834 awarded to Schubert Company, Inc., for work on the S. W. 12th Avenue-S. W. 18th Avenue (Goose Hollow) Bikeway Section of the Sunset Highway in Multnomah County.

Final payment on this contract is $319 and the total contract amount is $28,857.21 including $3,954.81 for work performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc Schubert Company, Inc.
9905 S. E. Lawnfield Road
Clackamas, Oregon 97015

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

5

7834

April 27, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7834, Work Completed March 26, 1973

Project SW 12th Ave.-SW 18th Ave.

Highway Sunset, County Multnomah

Type of Work Grading and Paving

Contractor Schubert Company, Inc.

Recommended Acceptance Date April 27, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 21, 1973 for your formal concurrence.

VG:dg

cc C. H. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher

7834

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SW 12th AVE-SW 18th Ave (Goose Hollow)Bikeway		WEEK ENDING: April 13, 1973
		SECTION PREFIX: 26-1101
HIGHWAY: Sunset		COUNTY: Multnomah
KIND OF WORK: Grading and Paving		
NAME OF JOB: SW 12th Ave.-SW 18th Ave.	CONTRACT NUMBER: 7834	FEDERAL AID PROJECT NUMBER: State
CONTRACTOR: Schubert Co., Inc.	DATE WORK STARTED: October 18, 1972	ESTIMATED COMPLETION DATE:
DATE OF CONTRACT: October 11, 1972	SPECIFIED WORK DAYS	WORK DAYS USED
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 50+15=65	CALENDAR DAYS USED 61
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 94
PROJECT AUTHORIZATION: $ 38,411.32	ENGINEERING AUTHORIZATION $ 3,354.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 35,056.62	ENGINEERING COST TO DATE $ 4536.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,172.21	PERCENT OF AUTHORIZATION 135.2	DATE PROJECT WAS COMPLETED: March 26, 1973
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Fair	0		Project Complete
MONDAY 9	"			
TUESDAY 10	"			
WEDNESDAY 11	"			
THURSDAY 12	Prtly Cldy			
FRIDAY 13	Cloudy			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work, project completed Mar. 26
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Div. Office Apr;il, 6.

A State Force Order to cover bicycle curb ramp revisions and an additional ramp to be constructed will be submitted. This revised work will not be done by Schubert Co., contractor; extension of contract for this additional work was declined.

This will be the last weekly report submitted for this project.

Const. 2
Div.
Files

SIGNED Vernon F. Butzer LOCATION Portland

Vernon F. Butzer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

5

4779

FILED
MAR 26 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON FILE
3-30-73K

OREGON STATE HIGHWAY DIVISION

7884

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 26, 1973

Power Rents, Inc.
10380 Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin Schimmel
President

Gentlemen:

This is to acknowledge three letters of March 20 notifying us of your claims against Lewis Construction, Inc., as described below.

The first claim is for $807.52 for equipment charges during the months of November and December, 1972. From the description, this appears to be in reference to Contract No. 7833 with Schubert Company, Inc., for work on the Sylvan Interchange of the Sunset Highway in Multnomah County.

The second claim is for $588.77 for equipment charged in the months of November 1972 and January 1973. From the description this appears to be in reference to Contract No. 7834 with Schubert Company, Inc., for work on S. W. 12th Avenue-S. W. 18th Avenue (Goose Hollow) Bikeway Section of the Sunset Highway in Multnomah County.

The third claim is for $874.58 for equipment charged in the months of September, October, November, 1972, and February 1973. As described, this appears to be in reference to Contract No. 7750 with Schubert Co., Inc., for work in Mary S. Young State Park in Clackamas County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on all three contracts. We will advise them of the receipt of your claim letters and we will forward them to the Secretary of State for filing.

NOTED
C. W. HEAD

Please advise this office when these claims have been satisfied.

Very truly yours,

C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Schubert Co., Inc.
United Pacific Insurance Company

Hon. Clay Myers - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

March 20, 1973

Mr. Cecil Head
State Highway Division
Room 121
State Highway Building
Salem, Oregon 97310

Re: 7834

Dear Mr. Head;

We would like to file a claim againest Lewis Construction, Inc., 14515 S. W. Scholls Ferry Rd., Beaverton, Oregon 97005, Gary Lewis, Owner, for his refusal to pay off on a charge account in the amount of $588.77.

This equipment was charged in the months of Nov., 1972, and Jan., 1973, for Job 7834-Goose Hollow Bikeway-Multnomah county. We have received no payment on invoices totaling this amount.

The name of the bonding company is United Pacific Insurance Co.

We are a new company of only one year, and we cannot afford this type of delinquent account without feeling the hardship. Anything that you could do to speed up this payment would be most appreciated.

Very truly yours;
POWER RENTS, INC.

Irwin Schimmel

Irwin Schimmel
President

IS/td

RECEIVED
MAR 22 1973
STATE HIGHWAY COMMISSION
NOTED
C. W. HEAD

RECEIVED
JAN 15 1973
FOR FILING
7834

January 11, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Extension of Time, Contract No. 7834
S.W. 12th Avenue-S.W. 18th Avenue (Goose Hollow) Bikeway Section
Sunset Highway

Schubert Company, Inc., contractor on the subject project in Multnomah County has requested a 15-day extension of their contract time citing the intermittent progress in the late fall on the grading and preparation work done on force account or hourly rental basis under State supervision. The day count on this project started on October 24 with fifty calendar days allowed in the hope that the project could be accomplished in late 1972. The contract amount is $30,647.

Grading and some miscellaneous preparation work are done on force account and by hourly rental bid items. Since it was apparent that further progress would be intermittent during the winter months, the project was placed under a shutdown order December 5. At that time, the overall project was 28 percent complete; grading, 75 percent complete. At the time of the shutdown, seven of the original fifty days allowed were remaining. Two Price Agreements and an Extra Work Order and Supplement added unanticipated work in an estimated amount of $2,825, or 9.2 percent of the original contract.

I have granted the request for a 15-day extension of time on this project. This is a State project.

This matter will be on the agenda for your concurrence at the January 23 meeting.

JAB:fw ia

bc C. W. Head
George M. Baldwin
A. E. Johnson
V. E. Skoog
C. T. Keasey
H. S. Coulter
V.L. Gallagher
Gary Ross
Gary Sund

RECEIVED
JAN 15 1973
FOR FILING

7834

January 11, 1973

Schubert Company, Inc.
9905 Lawnfield Road
Clackamas, OR 97015

Gentlemen:

Your request for a time extension of fifteen days on Contract No. 7834 for work on the S.W. 12th Avenue-S.W. 18th Avenue (Goose Hollow) Bikeway Section of the Sunset Highway in Multnomah County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of fifteen days is granted without assessment of liquidated damages which should be sufficient for completion of the project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc C. W. Head
A. E. Johnson
C. T. Keasey
V. E. Skoog
H. S. Coulter
Vernon Butzer
V. L. Gallagher

fw/ia

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 8, 1973

SUBJECT: S.W. 12th Ave.-S.W. 18th Ave.
(Goose Hollow) Bikeway Section
Contract No. 7834
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Schubert Co., Inc., requests a 15-day extension of their contract time, citing the intermittent progress in the late fall on the grading and preparation work which is done on force account or on hourly rental basis under the State's direction. The day count on this project started on October 24 with 50 straight calendar days allowed to try to complete the project in late 1972. The amount of the contract is $30,647. Grading and some of the miscellaneous preparation work is done on force account and hourly rental bid items.

The project was placed under a shutdown order December 5 as it was apparent that further progress would be very intermittent and would require added funding to accomplish it at all during the winter months. At that time, the overall project was 28 percent completed, grading is 75 percent completed. At the time of the shutdown, 7 days of the original 50 days allowed were remaining. Two Price Agreements and an Extra Work Order and Supplement have added unanticipated work in an estimated amount of $2,825 or 9.2 percent of the original contract.

We believe the contractor's request for 15 more days is reasonable considering the added work and the State's direct involvement in the hourly rental work. A 15-day extension along with the 7 remaining will leave 22 days when the time count resumes when weather permits effective work in the spring. It is possible that this will be enough time to complete the contract. This is a State project. Rough draft letters to the contractor and the Highway Commission are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
JAN 9 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP°52475-734

BRIDGE DIVISION
RECEIVED
DEC 29 1972

BRIDGE DIVISION
RECEIVED
JAN 4 1973

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7834 Contractor Schubert Company, Inc.

Highway Sunset

Section SW 12th Ave - SW 18th Ave (Goose Hollow) Bikeway

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~Granted - See Attached Sheet~~

Granted because of added work (2 Price Agreements and an Extra Work Order) and State's responsibility for grading work being done on rental basis.

Recommended for Approval:

E. O. Fredrickson
Assistant Division Engineer

Construction Engineer or Bridge Engineer

R. H. Johnson
State Highway Engineer

Contract No.	7834
Project designation	State (State-Federal)
Date awarded	Oct. 11, 1972
Work started	Oct. 18, 1972
Per cent completed	30% 12-22-72 (Date)
No. of Workdays Allowed	50
No. of Workdays Used	43
No. of Added Workdays Requested	15

SP*0206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 12-13, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 50 days to 65 days, within which to complete our Contract No. 7634, without the assessment of liquidated damages. The said contract is described as follows: Grading & Paving, Goose Hollow Bikeway, S. W. 12th Ave.-S. W. 15th Ave.- Sunset Hwy.- Portland, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

Schubert Co., Inc.
Contractor

By W. J. Rogers - Vice President

RESIDENT ENGINEER
RECEIVED
DEC 19 1972

Noted VFB

CONSENT OF SURETY

Date December 15, 1972, 19

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By L. W. Neff, Attorney-in-fact

(SEAL)

HAINSFIELD & CO.
By Resident Agent

COMMERCIAL AND
INDUSTRIAL BUILDINGS

SCHUBERT CO, INC.

GENERAL CONTRACTORS
9905 LAWNFIELD ROAD
CLACKAMAS, OREGON 97015
659-4866

Dec. 13, 1972

Oregon State Highway Comm.
Salem, Oregon 97310

subject: Goose Hollow Bikeway - State No. #7834
S. W. 12th Ave. - S. W. 18th Ave.
Sunset Hwy. - Portland, Oregon

Gentlemen;

We respectfully request a fifteen day extension of time to complete the subject job without assessment of liquidated damages based upon the following reasons.

Sequence work preceeding the surfacing and paving, including shrub removal, sprinkler system alterations, excavation, and preparation of the subgrade has proceeded intermittently due to weather conditions and extremely unstable subgrade. This work, all on force account or on an hourly equipment rental basis, was therefore under the direct supervivion and control of the resident engineer. According to our records, equipment work was closed down October 26 to Nov. 1st inclusive, Nov. 9 to Nov. 16 inclusive and intermittently at other times.

The condition of the subgrade at the time the project was closed down is such that an indeterminate amount of additional work may be required to repair winter damage before surfacing can be completed. Also, included in the work remaining is installation of one type P inlet, extra work on price agreement, which must be installed immediately preceeding the paving.

Very truly yours,

Schubert Co., Inc.

W. J. Rogers

W. J. Rogers

RESIDENT ENGINEER
RECEIVED
DEC 19 1972
Noted VFB

encl: 5 copies of contrs. request for increase days.

FORM E-30-X 12-67

7834

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1972

SUBJECT: SW 12th Ave-SW 18th Ave (Goose Hollow) Bikeway Section
Sunset Hwy, Multnomah County

To:
Mr. H. S. Coulter
Metropolitan Engineer
Portland, Oregon

Attached are two copies of the preliminary signing plan for the subject bikeway along with a letter from Mr. L.E. George estimating the cost. Please review the plan for adequacy.

We are trying to establish a uniform method of signing bikeways so if you note problems with the signing, please note suggested changes and return a copy of the revised plan to this office. If the plan is satisfactory proceed with preparation of a State Force Order.

Victor D. Wolfe
Location Engineer

E. S. HUNTER

JDM:jp
Enclos.
cc: E.S. Hunter

RECEIVED
DEC 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

RECEIVED
AUG 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMO TO FILES

August 2, 1972

Re: Bicycle-Pedestrian Facilities
Proposed Projects
Various Cities & Counties

PROJECTS & STATUS:

1. S.W. 12th Ave.-S.W. 18th Ave. (Goose Hollow) Bikeway Section. Sunset Hwy., City of Portland.

   a. Agreement submitted to City 6/29. At meeting with City of 7/17 they expressed a desire to issue construction permit and make future agreement for maintenance and related use of streets.

2. Gresham St.-Indiana St. (Ashland) Bikeway Section. Rogue Valley Hwy., City of Ashland.

   a. Agreement signed by City to assume maintenance.

3. 25th St. S.E.-37th Ave. S.E. (Salem) Bikeway Section. N. Santiam Hwy. and E. State Street, City of Salem and Marion County.

   a. Agreement signed by City to assume maintenance.
   b. Agreement pending signature of County to assume maintenance.
   c. Supplemental agreement pending both City and County regarding extension of system by them.

4. 35th St.-Tyler Ave. (Corvallis) Bikeway Section. Corvallis-Newport Hwy. & Pacific West Hwy., City of Corvallis.

   a. Agreement signed by City to assume maintenance and related responsibility.
   b. City desires asphalt concrete to be in two lifts. Request denied.

5. Table Rock Rd.-Barnett Rd. (Medford) Pikeway Section. Pacific Hwy., City of Medford.

   a. Agreement signed by City to assume maintenance.
   b. City requests State to install box culvert or pipe at existing Lazy Creek site.

NOTED
F. S. HUNTER

6. Delta Hwy.-Coburg Rd. (Eugene) Bikeway Section. Eugene-Springfield Hwy., City of Eugene and Lane County.

   a. Agreement submitted to City 6/29 and returned 7/13 with suggestion it be rewritten for County and more changes and revisions be considered.
   b. Plans being reviewed for revisions by Location and Design Sections

with request for copies to be sent to our office for inclusion of agreement to County for maintenance assumption.

7. Rickreall-Independence Jct. (Bikeway) & Independence Jct.-Salem (Bikeway). Willamina-Salem Hwy., Polk County.

   a. Agreement sent to County on 8/2 for Rickreall-Independence Jct., with proposed maintenance by County along existing alignment.
   b. No agreement necessary on Independence Jct.-Salem as State will maintain.

8. Johnson Creek-Abernethy Creek (OERR) Bikeway Section. Pacific Hwy. East, Clackamas County.

   a. Tentative discussion with County on various occasions reveals a Sewage Treatment Plant and Mini-Park installation in Milwaukie with request that State pay for bikeway in immediate area between Johnson Creek and SPRR U'xing.
   b. No agreement as of yet as details of construction are being worked out by Location Section.

The foregoing is a brief recap of project status of various bicycle-pedestrian facilities that this office is involved with in cooperation with State, counties, and cities, and hopefully will bring the concerned matters into the proper perspective as to what's next.

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

cc: George Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw, w/att.
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young
Victor Wolfe, w/att.
F. L. Hall "
R. N. Bothman "
W. J. Hart
H. S. Coulter
L. W. Rulien
J. B. Boyd
J. H. Versteeg
Floyd Query

cc H. S. Coulter
L. W. Rulien

bc L. P. Shaw
E. S. Hunter
V. D. Wolfe
R. N. Bothman
Don Adams

June 29, 1972

Hon. Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

Attention: Mr. William Dirker, Coordinator

Dear Sir:

Pursuant to prior discussions, correspondence, and your meeting on Tuesday, June 27, with Mr. H. S. Coulter, Metropolitan Engineer, enclosed for your review and consideration are two sets of preliminary plans for the proposed S.W. 12th Avenue-S.W. 18th Avenue (Goose Hollow) bicycle-pedestrian facility adjacent to S.W. Montgomery Street and the Sunset Highway in Portland.

It is currently proposed to accept bids on this project in late July, with the State paying the initial costs of construction.

Upon completion of the project, to provide continuity and be compatible with City's bikeway system, it is requested and would be appreciated if the City will assume maintenance and operation of the facility.

The facility would be constructed outside the State's access control fence, on the city-street side, separating motorized traffic from non-motorized vehicles and pedestrians for safety and convenience.

Based on prior discussion, we trust the foregoing is agreeable to you. If so, please have the necessary signatures affixed and return two signed copies to this office.

CITY OF PORTLAND
Ordinance No. _____
Date _____

By _____

Title _____

By _____

Title _____

By _____

Title _____

DNH:lat
Encl.

Very truly yours,

George H. Baldwin
Administrator of Highways

by

D. N. Harwell
Assistant Engineer
County and City Section

Note 7-17-72 city does not want to sign this - they will issue const. permit & will request separate maintenance agreement Do it!

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

2834

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

TO Oregon State Highway Commission — August 1, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails - August 31 Bid Letting**

Bids will be taken August 31, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 370, is shown for each project.

1. Washington State Line - Judkins Point Section
Pacific Highway, Six Counties

Wrong-way signing project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. LaGrande Section
Old Oregon Trail Highway, Union County

Roadside improvement project

Same as No. 1

3. Arlington, LaGrande and Lime Section
Columbia River Highway, Old Oregon Trail Highway, Gilliam, Union and Baker Counties

Pneumatic-applied mortar project

Same as No. 1

4. Cedar Hills Interchange - Tualatin Valley Highway
Interchange Section
Beaverton-Tigard Highway, Washington County

Illumination project

Same as No. 1

5. South Fork Malheur River - Malheur Caves Road Section
Steens Highway, Harney County

Grade and pave project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . if . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Scott Canyon Creek (Mikkalo Road) and Juniper Canyon Creek (Olex) Bridges
FAS 440 and 446, Gilliam County

Structures project

Same as No. 5

7. West Pendleton Interchange Section
FAS 470, Umatilla County

Illumination project

Same as No. 1

8. Blind Slough (Barendse Road) Bridge
FAS 757, Clatsop County

Grade, pave and structure project

Same as No. 5

9. Drift Creek Slide Section
Bayview Road, Lincoln County

Slide correction project

Same as No. 1

10. 25th Street SE-37th Avenue SE (Salem) Bikeway Section
North Santiam Highway and FAS 679, Marion County

Grade, pave and structure project

This project is specifically for a separated footpath and bike route facility along State Street SE.

11. 35th Street-Tyler Avenue (Corvallis) Bikeway Section
Corvallis-Newport and Pacific West Highways, Benton County

Grade and pave project

This project is specifically for a separated footpath and bike route facility.

12. Table Rock Road - Barnett Road (Medford) Bikeway Section
Pacific Highway (Bear Creek), Jackson County

Grade, pave and structure project

This project is specifically for a separated footpath and bike route facility along Interstate 5 and Bear Creek.

13. Rogue Valley Highway at W. Valley View Road (Talent) Section
Rogue Valley Highway, Jackson County

Traffic signals project

Same as No. 1

14. Portland Street-Campus Drive (Klamath Falls) Bikeway Section
Klamath Falls-Malin Highway, Klamath County

Grade and pave project

This project is specifically for a separated footpath and bike route facility along the Klamath Falls-Malin Highway to the O.T.I. campus area.

15. Biggs Fill Stabilization Section
Columbia River Highway, Sherman County

Fill grouting project

Same as No. 1

16. Silver Falls State Park
Marion County

Park facility project

Project provides minor footpath betterment within the park; no specific bike trails.

17. Farewell Bond State Park
Baker County

Landscaping project

Same as No. 1

18. SW 12th Avenue-SW 18th Avenue (Goose Hollow) Bikeway Section
Sunset Highway, Multnomah County

Grade and pave project

Project provides a separated footpath and bike route facility along the Sunset I-405 Interchange from SW 12th Avenue and Montgomery Street to SW 18th Avenue.

19. Champoeg State Park
Marion County

Park facility project

Project provides a bicycle trail within the park.

These matters will be on the agenda for the August 8 Commission meeting and your approval is requested.

JDM:mc el
bc: Floyd Query
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
C. G. Swenson
Gary Sund
Gary Ross

RECEIVED
MAY 25 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7834

HIGHWAY BUILDING • SALEM, OREGON • 97310

cc: Floyd Ouery
George H. Baldwin
F. R. Fisher
E. S. Hunter
L. H. Young
F. L. Hall
H. S. Cox
V. E. Stoop
Gary Ross
Gary Sund
BLG:js cc

DATE May 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
ORIGINAL SIGNED TOM EDWARDS
State Highway Engineer

SUBJECT **Finance Approval**
Six Bikeway Projects

Every effort is being made to complete plans for the following bikeway projects which are scheduled for the July letting:

1.	S.W. 12th Ave.-S.W. 18th Ave. (Goose Hollow) Bikeway, Sunset Hwy., Multnomah Co.: Grade, Pave	$ 40,000
2.	Independence Jct.-Wallace Rd. (Salem) Bikeway, Willamina-Salem Hwy., Polk Co.: Grade, Pave	228,000
3.	37th Ave. S.E.-25th Ave. S.E. (Salem) Bikeway, FAS-679, Marion Co.: Grade, Pave & Str.	200,000
4.	35th St.-Tyler Ave. (Corvallis) Bikeway Corvallis-Newport & Pac. W. Hwy's., Benton Co.: Grade, Pave	181,000
5.	Table Rock Rd.-Barnett Rd. (Bear Cr.) Bikeway, Pacific Hwy., Jackson Co.: Grade, Pave & Str.	188,000
6.	Gresham St.-Indiana St. (Ashland) Bikeway, Rogue Valley Hwy., Jackson Co.	6,000
		$843,000
	Contingency	57,000
		$900,000

I recommend these bikeway projects be constucted with State funds at an estimated cost of $900,000 and request your authorization to include them in our current State Construction Program.

This matter will be on the agenda for your consideration at the June 27 meeting.

RECEIVED
MAY 1 - 1972
FOR FILING
7834

Salem, Oregon
April 28, 1972

Mr. H. S. Coulter
Metropolitan Engineer

D I V I S I O N

I attach copies of a reconnaissance report and pertinent information regarding the construction of a bike route from Goose Hollow to Portland State College. The project is a desirable one and should be constructed as soon as the location and design can be completed.

Please initiate a location survey with an eye to completion in time for a July 27 letting.

I have written Mr. Paul Eisenberg, Secretary, Portland Student Services, Inc., and indicated that you or your representative will be contacting him with regard to the actual location and planning of the bike route. Please be sure to do this at an early date.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachments

cc: F. B. Klaboe
Victor Wolfe
L. H. Young
Frank Hall

April 25, 1972

GOOSE HOLLOW BIKE ROUTE
STADIUM FREEWAY
MULTNOMAH COUNTY

Route Description for Pedestrian-Bicycle Path Usage

The route begins opposite the new Portland Student Services Building (221 unit apartment) on SW Market Street. The existing sidewalk along Market Street would require widening to 7 feet and relocating the existing fence, see Section "B-B". The route extends westerly to 18th and SW Market Street, thence southerly along the existing 7-foot sidewalk on SW 18th Street, then through the 18th Avenue undercrossing structure on a maximum grade of 8%. An alternate route could be utilized along the toe of the freeway slope as indicated on the map; this would provide a park-like setting as its only asset. From the southerly end of the tunnel the path would follow an already used trail traversing the top of the freeway cut bank. Clearing and excavation will be required just east of 18th Avenue to provide a minimum 30-foot setback from the freeway which may be a problem area. This existing path extends through the freeway landscaped area to SW 13th and Montgomery, and I would propose using the same location. At the cul-de-sac on SW 16th Avenue, I would recommend the existing fence be removed in the area of the street right of way and suitable sidewalk connections made to this facility. A new fence should be relocated down slope from the facility, similar to the Stadium Freeway sections farther north, providing a park-like setting along with restricting access to the freeway, as shown in Section "A-A", but not so far down slope. Other sections will require new fencing adjacent to the trail.

The remaining route to Portland State College would follow the existing sidewalk along SW Montgomery, requiring minor curb ramps and signing to SW 12th Avenue. SW Montgomery is barricaded between SW 11th and SW 12th Avenues for Portland State construction. Routes through the university complex should stay under their control.

Route Lengths

Total length from SW Market (apartment area) to SW 12th Avenue is approximately 2,750 feet. Length along freeway slope is approximately 1,000 feet.

Estimates of Route Costs (Including 20% Engineering & Contingencies)

7-foot Concrete Walk	-	2,750 feet	=	$21,000
7-foot A.C. Walk	-	2,750 feet	=	$17,500
7-foot Concrete Walk using Alternate at 18th & Market	-	2,650 feet	=	$23,000
7-foot A.C. Walk on Alternate			=	$19,000

Alternate Estimates

The above estimates include 8 curb ramps along SW Montgomery at $70 each.

I have discussed with Mr. Paul Eisenberg, Portland Student Services, Inc., what grades would be acceptable for wheel chairs. He contacted some manufacturers, one of whom felt that a 6% grade and possibly short areas of 7% grades would be acceptable. The other manufacturers did not think so. An existing grade of 8% now exists in an area through the 18th Avenue tunnel. I feel that most of this route can be constructed with grades of less than 8%. This matter should be looked into for future reference.

Via Wolfe

Blee suggested route on a better map. Outline what type think is on R/W and Feds might participate in. Estimate cost (A) for such. Feds may participate in (B) Remainder

EDA

RECEIVED
MAR 1 1972
LOCATION
SECTION

2-23-72

Hewitt

BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Fred Klaeboe
Engineer
State Highway Department
Salem, Oregon

Dear Mr. Klaeboe:

Enclosed is a copy of the proposal we submitted to the Bicycle Task Force Committee on January 27, 1972. Sam Oakland, the Chairman of that committee, suggested that I forward a copy directly to you. I hope it is of some assistance.

If you need any further information, have any questions, or problems regarding this proposed path, please feel free to call or write me.

Yours very truly,

Paul Eisenberg

Paul Eisenberg, Secretary
PORTLAND STUDENT SERVICES, INC.

PE:sej

RECEIVED
MAR 1 1972
LOCATION SECTION

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Portland Student Services Inc.
1802 Southwest Tenth
Portland, Oregon 97201
Phone: 224 2727
An Equal Opportunity Employer

February 21, 1972

RECEIVED

FOR FILING

3-7-72

Behrens

Bicycle Task Force Committee
c/o Commissioner Lloyd A. Anderson
Commissioner of Public Works
City Hall
1220 Southwest Fifth Avenue
Portland, Oregon 97204

3-10-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Gentlemen:

Since my last communication, several people have expressed their concern that the Goose Hollow pedestrian/bicycle path be accessible to persons in wheelchairs. As I understand the situation, their primary concern is with the grade level of the path since even the motorized chairs can only negotiate a slight incline over such a long distance. We have planned our apartment building to be maximally accessible to handicapped persons by considering door widths, intercom panel heights, ramps, and automatic doors so we can reasonably expect to house several handicapped people.

A major problem for these people will be getting to and from classes. There are three alternatives that I see. One is driving their wheelchairs on the streets, which many do now. This is extremely dangerous for them. The second is hiring van-type transportation where a person and his wheelchair are picked up in a specially equipped truck. This is a very expensive means of transportation and is out of the economic reach of most handicapped persons. The third alternative is using the proposed path. If this is feasible, it is probably the best solution for their everyday transportation.

We would like to be consulted during the actual planning of the path since we have contacts with handicapped students on campus who have assisted in our previous planning. I am sure they would be willing to help in any way they can. I suggest that a copy of this letter be filed and also attached to the proposal for future consideration.

Thanking you for your cooperation, I remain

Very truly yours,

NOTED
E. B. KLABOE

Paul Eisenberg, Secretary
PORTLAND STUDENT SERVICES, INC.

CC: Stan Amy
Sam Oakland

PE:sej

NOTED
E. S. HUNTER

cc:

March 7, 1972

Bicycle Task Force Committee
c/o Commissioner Lloyd A. Anderson
Commissioner of Public Works
City Hall
1220 Southwest Fifth Avenue
Portland, Oregon 97204

Gentlemen:

I apologize for making this proposal at such a late date in your proceedings. However, the need and, therefore, the potential for success warrants this project's consideration. We, Portland Student Services, Inc., are currently building a 221-unit apartment structure for student housing in the Goose Hollow area. Although the site is geographically close to campus (five or six blocks) the Stadium Freeway acts as a barrier making the site geometrically much farther away. Current residents of the Goose Hollow area use two routes to reach the campus. The first is a footpath commonly known as "The Ho Chi Minh Trail" (approximately 1,100 feet long) which starts at the Canyon Freeway underpass at 18th Street and follows the freeway right-of-way to the northwest corner of Montgomery Street and 14th Street. The second route used by automobile, foot, and bicycle is north out of the Goose Hollow area, then east on Columbia Street, then south and east on various streets crossing automobile traffic flows. This route is about eleven or twelve blocks in length.

Our proposal is to build the foot path route into a pedestrian-bicycle path using the present route and adding a short path (two blocks) from the 18th Street underpass to the heart of Goose Hollow, and a short path east (four blocks) on Montgomery Street into the center of the campus. See route A on the map. This route could possibly be extended northwest from Goose Hollow on 17th to connect with Washington Park (see route C). On the campus end it could be tied into a park blocks system. Route A would be the shortest distance path between Goose Hollow and PSU; it could use existing state and city right-of-ways and result in the minimum amount of automobile traffic interference offering the greatest degree of user safety. The other alternate route is Columbia Street which offers many disadvantages. It is much longer and it is circular; it causes more automobile traffic interference because the bicycle traffic would tend to be across Columbia away from downtown, while auto traffic would be flowing east on Columbia and towards downtown so it is less safe for the user. Perhaps a path in addition to A using Columbia but going downtown with the traffic flow to link Goose Hollow and downtown could be added. That might alleviate some of the traffic problems, at least

Portland Student Services Inc
1302 Southwest Tenth
Portland, Oregon 97201
Phone: 224 2727
An Equal Opportunity Employer

January 27, 1972

making that route more useable for Goose Hollow-downtown pedestrian and bicycle traffic. Perhaps it could tie into a park blocks system. See route B.

We are advocating route A primarily at this time since our current housing and our predictions indicate that our new 221-unit Goose Hollow facility will be bicycle oriented. The Goose Hollow area is probably destined for higher density residential use which will further increase the need and useage of a path such as route A. The fact that this path already exists as a well worn foot trail and that is has been informally named indicates that it is a most desirable route for movement from Goose Hollow to PSU and back. The more easily this bicycle and foot flow can take place the less automobile congestion there will be since people in the Hollow area will be able to cross the freeway with relative ease. Our 600 current tenants have proven that if foot and bicycle access is feasible, they will rely less on the automobile. Only seventeen percent of our tenants use or own automobiles. We predict that with an adequate pedestrian-bicycle path, we will see a continued low level of autobobile useage. Further, a large and increasing proportion of our tenants own and use bicycles as their primary means of wheeled transportation. Since the new apartment building will house 350 to 400 students, the use of the path will increase tremendously.

A recent Department of Transportation study has shown that bicycle useage goes up 350 percent if secure and adequate bicycle storage and parking facilities are available. PSU has just completed 240 bicycle parking racks which when combined with the previously existing sixty racks gives a current total capacity of 300 bicycles. There are plans to add more racks. We are planning to provide secure bicycle parking on our project site for our tenants. Thus we should expect an even higher proportion of bicycle ownership and use than in our present buildings where we have no bike racks. Bicycles will undoubtedly be used with or without the paths.

In summary, the need for a pathway exists, it will be heavily used and the right of way for this path exists. This path could serve as an almost guaranteed successful demonstration project and it could set a new trend for the use of freeway right-of-ways. Hopefully, several routes could be constructed which would effectively link PSU, Goose Hollow, Washington Park, and the downtown core area. We feel the most important route right now, however, is the 18th Street underpass to freeway right-of-way to Montgomery Street route.

Yours very truly,

Paul Eisenberg

Paul J. Eisenberg, Secretary
PORTLAND STUDENT SERVICES, INC.

PJE:sej
CC: Stan Amy
BCC: Sam Oakland

N

14th St.

Underpass

1100 ft.

Freeway Right of Way

PSS Housing

ST.

Route A

THIRTEENTH

TWELFTH

ELEVENTH

TENTH

S.W.

HARRISON

HALL

FOURTEENTH

ST.

RECEIVED
MAY 1 • 1972
FOR FILING

7834

April 28, 1972

Mr. Paul Eisenberg, Secretary
Portland Student Services, Inc.
1802 Southwest Tenth
Portland, Oregon 97201

Dear Mr. Eisenberg:

I have studied your proposal for a combination bicycle and wheel chair route from Goose Hollow to Portland State College. This is indeed an excellent proposal and one worthy of construction under the bicycle statute.

The project has been given to Metropolitan Engineer H. Scott Coulter, 5821 N. E. Glisan Street, Portland 97213, telephone 229-6971, for location and design. He will be contacting you in the near future for consultation regarding the routing.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: Tom Edwards
F. B. Klaboe
L. H. Young
Frank Hall

RECEIVED
JAN 14 1972
FORM B-88 (REV. 10-68)
7834

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1972

SUBJECT: January 11, 1972 Public Hearing
City of Portland
Bicycle Path Task Force

To: MEMO TO THE FILES

NOTED
F. B. KLABOE

I attended the subject public meeting, held in the City Council Chambers, yesterday evening. The meeting generated approximately 150 to 200 persons and lasted until 10:00 pm.

The hearing was run and organized by Mr. Sam Oakland, Chairman, Bicycle Path Task Force. Opening remarks were made by Commissioner Lloyd Anderson. He stated that funds available from the 1% Highway fund were $48,000 City, $65,000 County, and $1,300,000 State. He did not commit any funds.

Various organized groups presented trail or experimental bicycle route plans for different areas in Portland. The Task Force is looking for specific area proposals to develop test routes.

After the organized groups presented their comments and ideas, individuals made various comments, ranging from bridge problems to our Powell bike route.

All Interstate Freeway Bridges were criticized due to the lack of bike facilities: I-205, Columbia River and West Linn; I-5, Columbia River; and I-405, Fremont Bridge.

Critical comments on the Powell route were: bike route has very rough surfacing for bike riding; cars drive on the bike routes; dangerous to ride bikes due to 'glass' and 'gravel'; when will it be cleaned and why was the route not planned as part of a system? No complimentary comments were made.

The atmosphere at the hearing and the general attitude of the participants was very pro bike routes and anti automobile.

JDM:jp
cc: F. B. Klaboe
R. N. Bothman
H. S. Coulter
V. D. Wolfe
E. S. Hunter

James D. McClure
Office Locating Engineer

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7835 Thornberry-Lamborn Rd. Sec. of the Sherman Hwy. in the vicinity of Wasco (Grad., pav., struct., signing) 1972

~~A+R 502~~

R/W 24575-2-22-71

~~R/W 24908~~

A+R 520

7835

August 7, 1974

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, CT 06103

Gentlemen:

A post-final payment for $767.29 will be made to Rogers Construction, Inc. on Contract No. 7835 for work on the Thornberry-Lamborn Road Section of the Sherman Highway in Sherman County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,661,903.71 including the post-final payment. Of the total $58,965.90 is for force account.

Very truly yours,

C. W. Maad
COMMISSION SERVICES

rw

cc: Rogers Construction, Inc.
P. O. Box 16537
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

7835

July 11, 1974

AIR MAIL
The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

On July 5, 1974, we wrote to you concerning release of final payment on Contract No. 7835 awarded to Rogers Construction, Inc., for work on the Thornberry-Lamborn Road Section of the Sherman Highway in Sherman County.

Final payment on this contract is $5,668.25 and the total contract amount is $2,661,136.42 including $58,865.90 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhn

cc Rogers Construction, Inc.
P. O. Box 16537
Portland, OR 97216

C. T. Keasey
Walt Hart
V. E. Shoog Attn: Dick Hacek
Carl Williams

#7835

5

CON BND TDL 22 12-27-73 5-00 PM

[illegible]
KEARBY
PITMAN

THORNBERRY-LAMBORN ROAD SECTION OF SHERMAN HIGHWAY WAS OPENED TO TRAFFIC THIS AFTERNOON.

W REID MERITT

22

send cc to Maint. Traffic Admin.

RECEIVED
STATE HWY ENGR
DEC 28 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

7835

HIGHWAY BUILDING • SALEM, OREGON • 97310

Noted
GEORGE M. BALDWIN

May 11, 1973

Mr. Ray English
Attorney at Law
P. O. Box 17
Moro, Oregon 97039

#7835

Files 46339 and 46341
Thornberry and Lamborn Road Section
Sherman Highway
Sherman County

Dear Mr. English:

Mr. Baldwin has asked that I reply to your letter of May 7, 1973, wherein you requested that your client be given an opportunity to purchase our quarry in the Southeast quarter of the Northwest quarter and the Northeast quarter of the Southwest quarter of Section 5, Township 1 North, Range 17 East, W. M.

This quarry is presently being used by the contractor on the Thornberry-Lamborn Road Section of the Sherman Highway and cannot be released before completion of all contract work in this area.

We will ask our engineers to determine if the property can be declared excess to the State's needs. If the property is declared excess to the State's needs we will then be required to appraise the property and sell it at public auction for no less than the appraised value after advertising the sale.

If you have any questions we recommend that you contact Right of Way Supervisor Harold G. Brainerd, P. O. Box 1249, Bend, Oregon, 97701, telephone 382-1911.

Please do not hesitate to contact us if there is anything more we can do for you.

Yours very truly,

J. B. BOYD
Right of Way Engineer

By JOHN R. OAKES

JOHN R. OAKES
Assistant Right of Way Engineer

JRO/bdr
cc: Geo. Baldwin
J. F. Putnam
W. H. Haskin
H. G. Brainerd

RECEIVED
MAY 11 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Boyd
Account
5-9

RAY ENGLISH
ATTORNEY-AT-LAW
MORO, OREGON
97039

P. O. BOX 17
PHONE (503) 565-3534

May 7, 1973

Mr. George M. Baldwin
Administrator of Highways
Highway Division
Highway Building
Salem, Oregon 97310

RE: Purchase of Quarry Site

Dear Sir:

I represent a party that is interested in purchasing a quarry site presently owned by the State of Oregon located in the Southeast quarter of the Northwest quarter (SE¼NW¼) and the Northeast quarter of the Southwest quarter (NE¼SW¼) in Section Five (5) Twp. 1 North, Range 17 E.W.M., Sherman County, Oregon. The site constitutes approximately 4.0 acres.

Would you be so kind as to advise if the State of Oregon, in and through the highway division, would be interested in conveying the property and if so, what the purchase price would be.

Very truly yours,

Ray English

RAY ENGLISH

RE/ss

AS

RECEIVED
MAY 8 1973
STATE OF
ADMINISTRATION OF HIGHWAYS

7835

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

February 26, 1973

7835

Mr. R. O. Hart
Pacific Northwest Bell Telephone Company
410 NE Clackamas Street
Portland, OR 97232

Telephone Facilities Adjustment
Thornberry-Lamborn County Road Section
Sherman County

Dear Mr. Hart:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 8, 1973, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of November 6, 1972.

Reimbursement for the work performed on and subsequent to November 6, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: ~~A.~~ E. Johnson
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
C. O. Frederickson" (2)
W. Reid Meritt "
R. S. Hawkins "
J. W. Valentine "

NOTE C.O. FREDERICKSON: Please have a State Force Order prepared and submitted for this work. Prefix No. 28-1106. Return one copy of Est. and sketch with SFO.

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

RECEIVED STATE HWY ENGR
FEB 26 '73
REFER TO
FOR
Info
Eaves
MD
D/R
Sign
Act
File

7835

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

FOSTER

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: FEB. 16, 1973

TO: OREGON STATE HIGHWAY DEPT.
STATE HIGHWAY BLDG.
SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: JOHANSON ENG., ROAD SECTION OF SHERMAN HWY.,NEAR WASCO, OREGON

in the county of SHERMAN, State of Oregon, and on the order of (contractor) . Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 8 day of FEB. 1973, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

PRIME CONTRACTOR:
ROGER'S CONSTRUCTION CO.
P.O.BOX 16537
PORTLAND, OREGON
#7835

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

RECEIVED
FEB 21 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

AR/vb
REGISTERED MAIL NO. 399008

JOB: OREGON STATE HWY.DEPT.
SALEM, OREGON
(address)

L.B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

P U B L I C J O B

Through the normal course of business, we would certainly not exercise a lien on your project -- a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

RECEIVED
DEC 13 1972
FOR FILING

7835

5M
10-31-72

November 6, 1972

Sherman County Court
Courthouse
Moro, Oregon 97039

Attention: Marie Hoskinson
County Clerk

[redacted] A+R 520

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the Thornberry-Lamborn Road Section (Wasco Bypass) of the Sherman Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(2 conf. agrees. att.)

5

RECEIVED
OCT 17 1972
LAWS FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7835

DATE October 16, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Throughway Agreement, Sherman County**
Thornberry-Lamborn Road Sec. (Wasco Bypass)
Sherman Highway

There will be presented for your consideration at the October 31 meeting a throughway agreement with Sherman County pertaining to the subject highway section. This agreement is intended to take precedence over and supersede the original agreement, dated May 4, 1971, and a supplement thereto, dated June 22, 1971.

A design revision provides for a full diamond interchange between the Sherman and Celilo-Wasco Highways. For purposes of continuity of systems the State has elected to retain that portion of Fulton Canyon Road lying between the new interchange and the city of Wasco as a part of the state highway system. Construction details, road closures, utility adjustments, and abandonment of a portion of the existing Sherman Highway are covered by this agreement.

The date of opening bids for this project was September 28 and of 12 bidders, an apparent low bid of $2,580,210 was received from Rogers Construction Company.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
A. E. Johnson
R. L. Schroeder
L. H. Young
F. L. Hall
Victor Wolfe
C. T. Keasey
C. S. Cox
J. F. Putnam
Gary Ross
Gary Sund

MCH:ljt dps

GAME
COMMISSION

7835

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

August 31, 1972

Mr. William S. Cox, Director
Division of State Lands
502 Winter Street, NE
Salem, Oregon 97310

Dear Mr. Cox:

The Game Commission has investigated proposed channel changes presented by the Oregon State Highway Division in Fill/Removal application No. 0874 (Thorneberry-Lamborn Road Section). Our comments on this project to the Highway Division in August 1971 stated that there would be no serious impact upon the aquatic resources. However, we were not provided detailed project plans and our comments were directed only toward the project route, not specific project details.

Spanish Hollow Creek is a live flowing stream and contains rainbow trout both in and below the project area. Therefore, the proposed channel relocations (Sta. 327 + 000 to Sta. 331 + 000 and Sta. 380 + 60 to Sta. 385 + 60) which place Spanish Hollow Creek in a flume with riprapped sides and bottom are unacceptable for the following reasons:

1. Loss of stream length.

2. The small summer flows in Spanish Hollow Creek would undoubtedly sub into the riprapped bottom, thus providing no rearing area for aquatic insects or fish production.

9-6-72
Hunter
TAA

COPY

3. Straight line channelization would speed runoff water velocities and pose potential erosion problems to downstream areas.

4. Existing shade providing plant cover would be either eliminated or located in such a manner as to be ineffective. The designed riprapped sides would not provide for regrowth of appropriate shade producing species.

Therefore, the Game Commission requests that this permit be delayed until plans are modified so the impact to aquatic resources is minimized. Our suggestions for modification are listed below:

1. The new channels shall have a natural bottom.

2. A seinous channel alignment is preferred.

3. Large boulders, jetties, or other devices designed to produce pool areas should be utilized.

4. Banks should be designed so that revegetation with grasses, shurbs and trees can provide adequate shade cover.

We are willing to meet with the applicant to discuss our position and offer our assistance in developing a more compatible project. If we may be of further assistance, please call us.

Sincerely yours,

RECEIVED
STATE HWY ENGR
SEP 5 '72
REFER TO
FOR

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

cc FCO
SWRB
OSHD

RECEIVED
SEP 5 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
SEP 5 1972
OREGON
STATE HIGHWAY COMMISSION

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

1835

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

August 21, 1972

Wasco Electric Cooperative, Inc.
P. O. Box 537
The Dalles, Oregon 97058

ATTENTION: Mr. A. M. Thomsen

Re: Power Line Relocation
Wasco Electric Cooperative
Thornberry-Lamborn Road Section
Sherman Highway
Sherman County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 14, 1972, have been approved by the State subject to the State being credited with its share of any salvage credit. You are hereby authorized to proceed with the work as of August 21, 1972.

Please contact Mr. J. S. Sawyer, Resident Engineer, Seufert Park Road, The Dalles, Oregon 97058, telephone 296-5558, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to August 21, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

Note to Mr. Putnam: Please have a State Force Order prepared and submitted for this work. Prefix No. 28-1106. Return one copy of Est. and sketch with SFO.

PGP:dl
cc: A. E. Johnson
V. L. Gallagher w/attach (2)
V. E. Skoog "
J. F. Putnam " (2)
J. S. Sawyer "
R. S. Hawkins "
J. W. Valentine "

RECEIVED
AUG 23 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

August 17, 1972

7835

Mr. Theron Richelderfer
P. O. Box 93
Wasco, Oregon 97065

Re: Farmer Line "79" Relocation
Thornberry-Lamborn County Road
Section
Sherman Highway
Sherman County

Dear Sir:

Reference is made to your letter dated August 6, 1972, concerning our offer to pay "79" Farmer Line $320.00 at the time we are advised your facilities have been removed from the highway right of way.

As a result of a telephone conversation with our Mr. Phil Preston, we understand your father originally constructed "79" Farmer Line. He then allowed other families to connect to the line providing they share in the maintenance. Under these circumstances, our Attorney, Mr. Jack Sollis, advises us that it is his opinion that the three users who have transferred from "79" Farmer Line to Pacific Northwest Bell Telephone Company line no longer have any interest in the Farmer Line.

Our relocation law requires that the State advise those being relocated of their rights to claim actual reasonable costs incurred as the result of having to move. The law further requires that any relocation payment be made to all joint owners, in this case, the three present users.

We consider our offer of $320.00 reasonable. Our estimator, who is well qualified in this field, based his estimate on installing 7200 lineal feet of one pair open wire on 44 poles, and removing the existing facilities from 44 poles owned by Pacific Northwest Bell Telephone Company. You remember the estimate cannot cover the cost of installing new poles. We suggest the third party reconsider. Should he have any questions, he may call Mr. Phil Preston at 378-6511 collect. We would be glad to discuss the matter with him.

Eligibility for the $320.00 payment can be established subsequent to the removal of your facilities from the highway by signing one copy of the attached application and submitting it to this office. Only one signature is required on the application. However, as mentioned before, the check will be made payable to the joint owners and will require all three to endorse it.

RECEIVED
AUG 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

If further information or assistance is required, please contact this office.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl

cc: A. E. Johnson
J. L. Sollis
V. E. Skoog
D. H. Moehring R/W File 43880
J. J. Smith
J. F. Putnam
H. G. Brainard
W. R. Meritt
J. W. Valentine

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

7835

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 16, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Supplemental Agreement - Sherman County**
Thornberry-Lamborn Road Sec., Sherman Highway

On the agenda for consideration at the September 19 meeting will be a supplemental throughway-abandonment agreement concerning construction of the Thornberry-Lamborn Road Section (Wasco Bypass) of the Sherman Highway.

The agreement covers a design revision that provides for a full diamond interchange with the Celilo-Wasco Highway (Fulton Canyon Road) and abandonment of a segment of the existing highway to the abutting properties rather than to Sherman County. The original agreement, dated May 4, 1971, remains in full force and effect except as supplemented.

Financing of this project has been provided through the 1971 State Bond Program. The estimated cost of construction is $3,100,000 with bids to be opened on September 28, 1972.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: Floyd Query
George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
Frank L. Hall
V. S. Wolfe
C. T. Keasey
H. S. Cox
J. F. Putnam
Gary Ross
Gary Sund

MCH:lat dps

Pulled from agenda
for Sept. 28 meeting

FORM 734 (REV. 10-69)

7335

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

August 2, 1972

SUBJECT: Thornberry - Lamborn Road Section
Sherman Highway
Sherman County
File 46343

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

ADMINISTRATION

We are presently negotiating for the additional right-of-way needed on the Thornberry - Lamborn Road Section of the Sherman Highway in Sherman County. The current status of the project involving twelve files is that eight files are optioned and one file has been recommended for condemnation.

The recommended file involves a taking of between 20 and 25 acres from a rather large ranch which has a before value of approximately $130,000. The taking will sever about 75 acres of tillable land from the main body of the ranch, and the owner, Mr. Watkins, is in agreement with our price for the taking but insists upon a cattle undercrossing so that he might pasture the severed 75 acres of tillable land for the two or three weeks following the harvest of grain. Mr. Watkins does not have any cattle but intends to raise some feeder stock in the future. There is no way to justify the construction of a cattle pass from a right-of-way standpoint such as a damage to the Watkins remainder.

On the Gap - Tygh Ridge project, Mr. Cooper authorized the construction of a number of cattle passes which likewise could not be justified from a right-of-way standpoint, but which, in Mr. Cooper's opinion, were needed for the safety of the motoring public as well as the safety of the cattle which might use the undercrossing structure.

The estimated additional cost of installing a cattle pass [84" culvert] would be $5,300. The file has been recommended for condemnation and no doubt the matter will go to trial, and I would

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 8/4/72

all 3

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AUG 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

expect we would probably lose the case to the tune of the cost of the cattle pass.

Would you please advise whether in your opinion we should allow the cattle pass from the standpoint of safety, as the upgrading of the Sherman Highway should most certainly be accomplished to a standard where the motorist should not have the fear of cattle crossing the highway.

Two additional files on this project have similar situations, and the installation of a cattle pass for Watkins will no doubt generate requests from the other two owners.

D. H. Moehring
Right of Way Engineer

DHM:JP.

RECEIVED
JUN 13 1972
FOR UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING 7835 • SALEM, OREGON • 97310 Phone 378-6511

June 8, 1972

~~Wasco Electric Cooperative~~
Pacific Northwest Bell Telephone Company
City of Wasco
Pacific Power and Light Company

Re: Revised Preliminary Right of Way Map
Thornberry-Lamborn County Road Section
Sherman Highway
Sherman County

Gentlemen:

Enclosed you will find ____ print(s) of the revised preliminary right of way map, our File No. 9B-8-24, on the above subject project. The present tentative schedule calls for opening of bids on August 31, 1972.

Please review this right of way map for changes from the map sent to you on August 16, 1971 (4-20-72 PP&L). If you have facilities in conflict, these changes should be reflected in your relocation plan.

If your relocation is reimbursable, an estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. J. W. Valentine, P.O. Box 90, Salem, Oregon 97310. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Darlene Putnam
for T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

RMF:dl
Enclosure
cc: Pacific Power and Light Company
Attn: Mr. Ken Namba

A. E. Johnson
H. S. Cox
J. F. Putnam
J. W. Valentine

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JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1972

FOR FILING

7835

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Thornberry - Lamborn Co. Rd. (Wasco)
Highway: Sherman (FAR 12)
County: Sherman
Prefix: 28-1439

Res. Engr.
Approx. Length 7.09 ± miles
Sta. 317+00± to Sta. 204+50±
Date 4-28-72

Mean Truck A.D.T. 183.0
Traffic Coefficient 8.7
18 kip s. a. per day 96.6

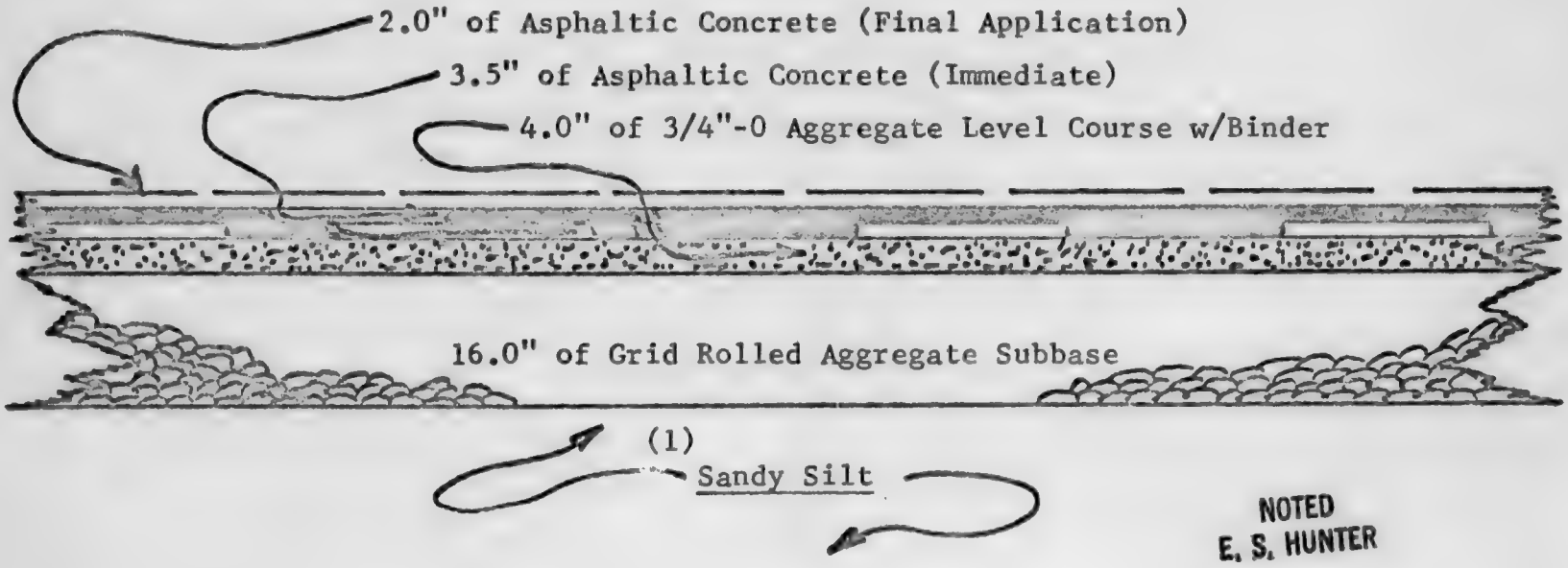
Annual Precipitation 15"±
Frost Penetration 18"±
CBR Total Requirement 28.0"

(1)

Typical Soil		*Materials Source:*
26	LL	
4	PI	
94	%P 10	See remarks on Page 2.
67	%P 200	
6	% Gravel	
10	% C Sand	
17	% F Sand	
62	% Silt	
5	% Clay	
10	R Value	
A-4	AASHO Classif.	

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
7.0	3.5	A.C. (I.)
4.0	4.0	A.L.
13.0	16.0	G.R.A.S.
28.0	25.5	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
4.0" of 3/4"-0 Aggregate Level Course w/Binder
16.0" of Grid Rolled Aggregate Subbase
(1)
Sandy Silt

NOTED
E. S. HUNTER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by _____ Base Design Engineer
Recommended by _____ Engineer of Materials and Research
Recommended by _____ Location Engineer
Approved by _____ Asst. State Highway Engineer

SECTION: Thornberry-Lamborn Co. Rd. (Wasco)

HIGHWAY: Sherman (FAR 12)

COUNTY: Sherman

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	Grid Rolled *Aggregate* Subbase	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	4.0"	20.0"	27.0"	27.5"
7.0 - 8.0	3.5"	4.0"	16.0"	24.0"	23.5"
6.0 - 7.0	3.0"	4.0"	13.5"	21.0"	20.5"
4.8 - 6.0	2.0"	4.0"	12.0"	17.5"	18.0"
Cars Only	2.0"	4.0"	8.0"	13.0"	*14.0"

*The total surfacing thickness has been increased to equal approximately one-half the depth of frost penetration.

Remarks:

Stage construction has been included as part of the design. The initial stage is based on a five-year design period, and plans for the placement of the Final Application of asphaltic concrete in about five years are necessary if the Total CBE Requirement for a twenty-year design is fulfilled.

A prospective materials source (approx. Sta. 432± - 457±) is under investigation at the present time. Several other proven sources (longer haul) are available if needed.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Thornberry - Lamborn Co. Rd. (Wasco)

HIGHWAY: Sherman (FAR 12)

COUNTY: Sherman

800 Present ADT (1972)

18.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	30	1.6	48	39	450	17,550
3	10	1.6	16	13	1000	13,000
4	5	1.6	8	7	1250	8,750
5	95	1.6	152	124	3180	394,320
6	0	---	---	---	2570	- - - -
				183	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 433,820

TWENTY YEAR EWL 8,676,400

TRAFFIC COEFFICIENT .8.7

SECTION: Thornberry - Lamborn Co. Rd. (Wasco)

HIGHWAY: Sherman (FAR 12)

COUNTY: Sherman

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks Page 2.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison has been made for this project.
Traffic does not warrant the use of C.R.P.C.C.

Thornberry-Lamborn Co. Rd. (Wasco)

Sherman Highway (FAR 12)

Sherman County

Unit prices were obtained for this area from C. E. Layton, Cost Estimator, and are listed below:

Class B Asphaltic Concrete	$ 9.20 per ton
Aggregate Base (Level)	4.35 per cu. yd.
Aggregate Base (Coarse)	4.25 per cu. yd.
Aggregate Subbase (Grid Rolled)	2.00 per cu. yd.

Two sections of comparable strength were considered in the following per square yard cost comparison:

3.5" A.C.	3.5" A.C.
4.0" A.L.	2.0" A.L.
16.0" G.R.A.S.	15.0" A.B.
Total $ 3.63	$ 4.47

The structural section recommended on Page 1 is based on the above analysis.

RECEIVED
MAY 8 - 1972
FOR FILING

7835

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 26, 1972

Noted
GEORGE M. BALDWIN

Mr. and Mrs. Leo C. Watkins
P. O. Box 285
Wasco, Oregon 97065

Dear Mr. and Mrs. Watkins:

Thank you for your recent letter concerning your desire to have a cattle pass installed as a part of your settlement with the State Highway Division.

Since negotiations are currently under way with you for a portion of your property for the improvement of the Sherman Highway, it would not be prudent for me to intervene in such negotiations.

I will, however, ask the Highway Division to give every consideration to your request for a cattle pass. I certainly hope there is a reasonable solution for your problem. If there is, I am sure that the Division will be cooperative.

Sincerely,

Governor

TM:cm

bcc: Highway

RECEIVED
MAY 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

4.14.72 Watkins to Highway

Highway
Hasso, Oregon
April 11, 1972
Rt 225

To Governor Tom McCall,
State Capitol
Salem, Oregon 973--

Dear Sir:

Re: re-location of proposed Highway 97 through our farm.

We own and operate a small wheat ranch one mile west of Hasso on Fulton Canyon Road in Sherman County.

Representatives of the State Highway Department have been to see us with maps and various figures concerning the right-of-way through our farm land for the proposed Highway 97, by-passing the town of Hasso.

We have asked for a machinery crossing which the Highway Department has finally granted -- even though it meant going across the new highway (the way they have it planned) and perhaps holding up traffic.

We are also asking for a cattle pass so that we may pasture the field which is being separated from the rest of our farm by the new highway. There is no source of water for cattle on this piece of land, therefore, we need the cattle pass in order that we can have the use of this pasture.

The logical place for this cattle pass is in the location of an existing ditch where the Highway Department is planning a fill with a tube for drainage, anyway; so why can't they put in a tube strong enough for cattle to pass through, too?

Is it too much to ask for this one item to help compensate us for all the acreage that we will be losing from our cropland to the highway right-of-way?

Frank "Foxy" Bent, Right-of-Way Agent, is the man who was here to talk to us about the right-of-way and the accesses that we need. He informed us that according to the land appraisers they didn't think the size of the field would warrant the expense of a cattle pass. But, if we lose the use of that field for pasture, after harvest, it means that we lose that much from our small income.

So -- we are asking for a cattle pass.

Your help in our behalf on this item will be greatly appreciated.

Sincerely Yours,

Leo C. Watkins

Selma V. Watkins

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APR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

APR 17 1972

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UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7-35

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Mr. R. H. Sallee
Pacific Power and Light Company
920 S.W. 6th Avenue
Portland, Oregon 97204

April 20, 1972

ATTENTION: Mr. Lloyd Lamothe

Re: Preliminary Right of Way Map
Thornberry-Lamborn County Road
(Wasco) Section
Sherman Highway
Sherman County

Gentlemen:

Enclosed you will find 4 prints of the preliminary right of way map, Nos. 9B-8-25 and 8B-15-16, on the above subject project. The present tentative schedule calls for opening of bids on August 31, 1972.

It is the obligation of the State to reimburse the utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. F. W. Sugnet, Region Utility Engineer, 2960 State Street, Salem, Oregon 97310. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

RMF:dl
Enclosure
cc: Mr. Ken Namba - PP&L

NOTED
A. E. JOHNSON

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

A. E. Johnson
J. F. Putnam
F. W. Sugnet

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 - 1972

Form E-69

FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Fulton

7835

			Unit	Net	Allow	Total	Unit Price	Amount
General Excavation			Cu.Yd.	14,730	2946	17,676	@	$17,736
Ditch Excavation			Cu.Yd.	2,010	502	2,512	@	1,612
8" Culv. Pipe			Lin.Ft.	360	92	452	@	1,277
18" Culvert Pipe			Lin. Ft.	510	102	612	@	3,472
24" Culvert Pipe			Lin. Ft.	420	84	504	@	4,410
Trench Excavation			Cu.Yd.	876	175	1,051	@	3,679
Guard Rail, Type 2			Lin.Ft.	820	164	984	@	2,903
18" Bev. Cut End Sect.			Each	8	2	10	@	1,600
24" " " "			Each	6	1	7	@	1,225
Guide Posts	Type W-1		Each	6	1	7	@	56
Guide Posts	Type Y-1		Each	64	12	76	@	646
Class 3" D.C. Mix			Ton	3,221	644	3,865	@	24,156
Asph. in Mix			Ton	177	36	213	@	9,585
Cement Treated Base			Ton	5,379	1076	6,455	@	32,275
Cement in CTB			Ton	242	48	290	@	10,150
Aggregate Base			Ton	9,414	1883	11,297	@	33,326
Asph. Seal - C.T.B.			Ton	13	1	14	@	630
			Subtotal					147,446
			+40% Engr. & Cont.					59,554
			Total Const. Cost					$263,000

NOTED
TOM EDWARDS

Note: This estimate is only for added cost of interchange legs, etc. and includes no portion of value for section. Structure cost of $225,000 already included in main j-b. No R/W estimate included but should be minor.

FORM E-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
February 15, 1972

SUBJECT: Drainage and Cattle PassStructure
Thornberry-Lamborn Road
Sherman Highway

To: Mr. V. D. Wolfe
Location Engineer
Salem, Oregon

We recently received copies of correspondence regarding the use of drainage structures as cattle passes. On the Thornberry-Lamborn Road Section there are five RCBC's located at Stations 331+50, 373+00, 403+30, 592+00, and 610+25, which have been considered for use as both drainage structures and cattle passes.

The box at 610+25 is already a dual use structure under the obligation from an old right of way file obtained in 1963. In all cases the livestock pasture in the drainage areas and will continue to do so after the new road is constructed. Normally during the summer months the streams run dry, however a new policy may require that we construct the new facilities.

J. F. Putnam
Regional Engineer

JFP:dn

RECEIVED
FEB 17 1972
LOCATION
SECTION

FEDERAL — 11-14-71

OREGON STATE HIGHWAY DEPARTMENT
FOR FILING — QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Thos. Dixon - Sam Boyd Co. O.P. Unit Units (21)-(21) (132-20)
Highway Shaniko County Sherman Prefix 28-143
Length 7.1 Designer E. Fabos Draftsman Date Nov. 19, 1971
Signed Title

Grading & Drainage		$
Surfacing		$
Extra Work		2,361,791

Utilities	$ 5,000
Clearing	10,000
Signing	5,000
Fencing	7,500
Striping	1,500

NOTED F. A. KLAGGE

Total Extra Work	$ 29,000
TOTAL	$ 2,390,791
+ 20% Engineering and Contingencies	$ 478,158

Structures

Cable-Wasco Hwy.	$ 205,000

Total Structures	$ 205,000
Right of Way	$ 60,000
Total Estimated Cost	$ 3,133,949

OR[illegible]ON STATE HIGHWAY DEPARTME[illegible]
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

ection [illegible] Unit [illegible]
ighway [illegible] County [illegible] Prefix [illegible]
ength 2.1 Designer [illegible] Draftsman [illegible] Date [illegible]

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
15" Paved Cor. End Sec.	Each	4		4	145⁻	580⁻
18" " " "	"	29		32	160⁻	5,120⁻
24" " " "	"	28		31	175⁻	5,425⁻
36" " " "	"	7		8	220⁻	1,760⁻
48" " " "	"	2		2	295⁻	590⁻
Reinf. Pavt. C.-1	Each	220		242	8⁻	1,936⁻
Reinf. Pavt. Y-1	"	50		55	8 50	468⁻
Class 'B' Asphalt-Conc.	Ton	40,400		44,440	6 25	277,750⁻
Asph. in Mixture	Ton	2,650		2915	45⁻	131,175⁻
Cement-Treated Base	Ton	63,000		69,300	5⁻	346,500⁻
Cement in Base	Ton	3,500		3850	35⁻	134,750⁻
Aggregate Base	Ton	82,000		90,200	2 95	266,090⁻
Aggregate Shldr. Width	Ton	30,100		33,110	2 95	97,675
Aggregate Seal Course	Ton	5,000		5,500	3 05	16,775
Stlm. Paving Apprs.	Each	38		38	50⁻	1,900⁻
Asph. Seal C.T.B.	Ton	160		176	45⁻	7920⁻
					Pg.	1,296,414
				Subtotal		2,315,481
Mobilization	@	2%				46,310
				Total		2,361,791

OR. ON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

ction Thandoss. – Sandoss. Pr. P.J. Unit Wasco
ghway Sherman County Sherman Prefix 28-143
ngth 7.1 Designer E. Pribaita Draftsman Date Nov. 19, 197

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
clearing	A-11					28,000-
Com. Ex.	Cu.yd.	487,000		535,700	.90	482,130-
Overhaul	C-yd-St.	9.1; 300		48,730	.40	19,492-
Toe Trench Ex.	Cu.yd.	5,000		5,500	3-	16,500-
Trench Ex.	Cu.yd.	3,000		3,300	3.50	11,550-
Ditch Ex.	Cu.yd.	1,500		1,650	3-	4,950-
Riprap	Cu.yd.	11,000		12,100	6-	72,600-
Special Filter Matl.	Cu.yd.	100		110	10-	1,100-
Pipe Bedding Matl.	Cu.yd.	100		110	5-	550-
Conc. in Box Culv.	Cu.yd.	1500		1650	110-	181,500-
Reinforcing Steel	lbs.	245,000		269,500	.20	53,900-
Finish Rdbed & Shape	Mile	7.1	—	7.1	1200-	8,520-
6" Perf. Drains	Lin.ft.	700		770	3-	2,310-
8" Perf. Drains	Lin.ft.	450		495	3.40	1,683-
12" Culvert Pipe	"	1250		1375	4.40	6,050-
15" " "	"	400		440	5.30	2,332-
18" " "	"	2550		2805	6.50	18,232-
24" " "	"	2500		2750	8.75	24,063-
24" Arch CMP	"	144		158	9.15	1,445-
36" Culvert Pipe	"	500		550	15-	8,250-
48" " "	"	160		176	27-	4,752-
24" CMP	"	140		154	67-	10,318-
Round Soil 2	"	12,375		13,612	2.95	40,155-
Round Soil 2A	"	2,475		2723	4.50	12,254-
Round Soil Anchor	Each	37		37	175-	6,475-

Total 1,019,067-

NOV 16 1971
FOR FILING
7235

November 9, 1971

The Honorable Vernon I. Miller
County Judge
Sherman County Courthouse
Moro, Oregon 97039

Dear Judge Miller:

In reply to your letter of October 29 requesting the present status of the Wasco Bypass (Thornberry-Lamborn Road Section) on the Sherman Highway, we have the proposed project on a tentative schedule for letting in the winter of 1972 or the spring of 1973.

The plans for the project are currently being completed and the right-of-way status is such that fee appraisals are presently being obtained, with actual offers to the ten property owners involved to follow in the very near future.

This is a bond project estimated to cost approximately $3 million for the approximate six miles of construction, and we believe it will meet the current schedule, pending no unforeseen circumstances.

Thank you for your interest and concern regarding highway matters in your area.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Gary L. Sund
Frank L. Hall
David H. Moehring
H. S. Cox
J. F. Putnam

DNH:ltt kw

FORM E-30 (REV 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
November 3, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Project Status
Thornberry-Lamborn Road Section
Sherman Hwy. #42
Sherman County

Herewith is a suggested reply to Judge Miller's letter of October 29, regarding status of the subject project (Wasco Bypass) and their concern to get it under construction in the near future.

The project is estimated to cost $3,000,000 (bond issue) and is listed as No. 20 on later schedule and is on the ABC Quarterly Schedule for 3rd Quarter of 1972.

By letter of January 29, 1971, from Mr. Porter to Mr. Hill (Highway Commission) it was indicated we could possibly be under construction in late 1971 or early 1972 as a bond project.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Coordinating Engineer

DNH:ljt

Att.

RECEIVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

agrees = 5-4-71 & 6/22/71
T/A

County Court

SHERMAN COUNTY

Moro, Oregon

October 29, 1971

Office of
Vernon I. Miller, County Judge

Oregon State Highway Division
Mr. H. S. Cox, Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

We would like to know the present status of the Wasco-by-pass. The latest information that we had was that it would be built during 1972. It appears from here that very little is being done on the project to meet this schedule and local people are anxious to know what progress is being made on the project.

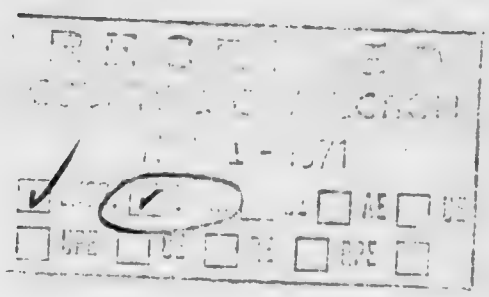
As we have pointed out many times, the sectionof Highway 97 to be replaced by the Wasco-by-pass is a very inadequate and hazardous section of highway, with a very high incidence of serious accidents.

We would appreciate being brought up to date on the present status of this project.

Sincerely,

Sherman County Court
Vernon I. Miller, County Judge
Vernon I. Miller

cc 10 copies



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AUG 17 '71

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7835

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

August 16, 1971

City of Wasco
Wasco Electric Cooperative
Pacific Northwest Bell Telephone Company

Re: Preliminary Right of Way Map
Thornberry-Lamborn County Road
Section
Sherman Highway
Sherman County

Gentlemen:

Enclosed you will find ____ print(s) of the preliminary right of way map, our File Nos. 9B-8-24, 9B-8-25 and 8B-15-16, on the above subject project. The present tentative schedule calls for opening of bids during the summer of 1972.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. F. W. Sugnet, 2960 State Street, Salem, Oregon 97310. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

RMF:dl
Enclosure

F. D. Morgan
Construction Engineer

cc: A. E. Johnson
J. F. Putnam
F. W. Sugnet

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
AUG 17 '71
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE HIGHWAY DEPT.

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7835

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
GEORGE L. HIBBARD, Vice Chairman
JOHN P. AMACHER, Member
DAN CALLAGHAN, Member
J. PAT METKE, Member
JOHN W. McKEAN
State Game Director

August 4, 1971

Stat
A. Olson
Wills
Hackleman
Carstensen
Kayes
Terpin

RECEIVED
AUG - 9 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

cc Resident 8-9-71

F. B. Klaboe
H. H. Young
W. J. Hart (4)
O. G. Swenson
F. E. Terpin (4)
W. H. Tebeau
H. S. Coulter (6)
J. F. Putnam (2)

We have reviewed the prospectuses for several projects sent with your letter of July 27, 1971. The subject projects are as follows:

1. Thornberry-Lamborn County Road Section
   Sherman Highway, Sherman County

2. Emigrant-Frazer Couplet Section, Pendleton-
   John Day Highway, Umatilla County

3. Hermiston-Stanfield Junction Section, Umatilla-
   Stanfield Highway, Umatilla County

4. Addendum "A," Pieper Canyon Rd.-Bunker Hill
   Road Section, Heppner Highway, Morrow County

There will be no conflict with wildlife resources as a result of these projects and they are approved.

We appreciate the opportunity to offer comments.

RECEIVED
AUG 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
JUN 16 1971
FOR FILING

7835

Cross Referenced To:
Court
Plw
as. 9 Dt.

5

a9 R 520

June 15, 1971

Oregon State Highway Commission

Gentlemen:

At the June 22 meting there will be presented for your consideration a supplemental agreement pertaining to the abandonment of a portion of the existing right-of-way on the Thornberry-Lamborn Road Section (Wasco Bypass).

The original agreement, dated May 4, 1971, was to relinquish this segment to Sherman County. This portion of the existing highway lies entirely within one ownership and our Design Section has determined that a savings will be realized by reason of not being required to purchase additional right-of-way to provide a county road connection. By abandoning this segment to the abutting property owner, it will only be necessary to provide a private access connecting to Lamborn Road.

This project is to be financed through the 1971 State Bond Program and has an estimated cost of $3,000,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Quary
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
D. H. Moehring
L. H. Young
F. D. Morgan
Frank L. Hall
H. S. Cox
J. F. Putnam

MCH:ljt fn

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APR 20 1971
FOR FILING

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a & R + 520

April 19, 1971

Oregon State Highway Commission

Gentlemen:

The Sherman County Court has signed a throughway-abandonment agreement which, when completed, will clear the way for design and construction of the Thornberry-Lambert County Road Section (Wasco Bypass) of the Sherman Highway located in the northerly portion of Sherman County.

Under the terms of this agreement, the State is required to prepare all plans, obtain the necessary right-of-way, let and award all contracts, and supervise construction of the project. The County has concurred in our recommendations for the closure of certain roads and agrees to cooperate with the State to effect the adjustment or relocation of any utility facilities that may be in conflict with the plans for the project. Following completion of construction and opening of the new section to traffic, the County has agreed to accept all the State's right, title, interest, jurisdiction, maintenance, and control of approximately four miles of existing highway alignment which will be bypassed by the new construction.

This project is estimated to cost approximately $3,000,000.

The agreement will be presented for your consideration at the May 4 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
L. H. Young
F. D. Morgan Frank Hall H. S. Cox J. F. Putnam

MCH:ljt sr

RECEIVED
MAR 31 1971
FOR FILING
7835

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2-16-71

Salem, Oregon
February 22, 1971

Mr. Earl Saling
Right of Way Office Manager

Agenda Item 4t
February 16 Commission meeting

34708 - R/W 24575

Attached are two copies (one original and one xerox) of an agreement with Bonneville Power Administration covering the crossing of the South Unit, Wasco-Moro Section of the Sherman Highway over their Deboss-Fossil transmission line easement.

Bonneville Power has asked that they be forwarded the recording date of this document when recorded. We have retained a xerox copy of this agreement for the Commission's files.

C. W. Head, Assistant Secretary

fkm
Atts.

cc John F. Hagemann (xerox agreement att.)
T. W. Litchfield (xerox agreement att.)
J. F. Putnam (2 xerox agreements att.)
Jack Sollis

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FEB 12 1971
FOR FILE

Maint
Trans
Rdg - Hasen

February 11, 1971

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 16 meeting will be an agreement between the Oregon State Highway Commission and the Bonneville Power Administration covering the crossing of the South Unit, Wasco-Moro Section of the Sherman Highway over Bonneville Power Administration DeMoss-Fossil transmission line easement.

We recommend your approval of this agreement.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
J. F. Putnam

JMC:dl fn

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1971

SUBJECT: Crossing Agreement
Bonneville Power Administration
South Unit Wasco-Moro Section
Sherman Highway
Sherman County
R/W File No. 34708

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Herewith you will find triplicate counterparts of a Crossing Agreement between the State and Bonneville Power Administration which provides for the crossing of the South Unit Wasco-Moro Section of the Sherman Highway over Bonneville Power Administration's DeMoss-Fossil transmission line easement.

This agreement has been reviewed by the Construction Section and the Department of Justice and we now submit it for your approval.

Please place this on the agenda for the Commission meeting on February 16, 1971.

A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: L. I. Lindas
E. F. Saling

NOTED
A. E. JOHNSON

SP 52475-734

FEB 4 - 1971
FOR
Maine
Ivy
Ely
Nasio

February 3, 1971

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following seven sections. All required public hearings have been held and we have requested or received design approval from the Federal Highway Administration.

S. Medford-S. Ashland Section, Pacific Highway, Jackson County.

This safety project on Interstate 5 involves guardrail revisions and signing throughout the section. Revisions are also proposed to the southbound on ramps and frontage roads on both the Fern Valley Road and Green Springs Highway Interchanges. A corridor-design hearing was offered and the Jackson County Board of Commissioners advised the State that no requests for a hearing were received. The Federal Highway Administration approved the design October 25, 1970. The length of this section is 16.89 miles and the total estimated cost is $2,100,000 (Construction $2,000,000; Right-of-Way $100,000).

Milton Freewater-Washington State Line Section, Oregon-Washington Highway, Umatilla County.

This project will consist of widening the existing two-lane facility to four lanes. The roadway will have two 24-foot travel ways, a 16-foot median and 10-foot curbed shoulders on each side. The opportunity for corridor-design hearing was published with a deadline of February 16, 1970, for hearing requests to the Umatilla County Court. The Highway Division was advised by the Umatilla County Court, March 5, 1970, that no requests had been received.

A request for location-design approval was forwarded to the Federal Highway Administration December 10, 1970. This section is 4.78 miles in length and the total estimated cost is $3,300,000 (Construction $3,000,000, Right-of-Way $300,000). This project was approved December 23, 1969, for construction and is listed on Program XII.

Thornberry-Lamborn Road Section, Sherman Highway, Sherman County.

This Eastern Oregon bond project involves the realignment of the Sherman Highway around the city of Wasco. A two-lane highway is proposed having two 12-foot travel lanes with 10-foot shoulders. Climbing lanes will be constructed where required. Access to the city of Wasco will be provided at the north and south where the new alignment departs from the existing facility and at Fulton Canyon Road. A corridor hearing was held and the final design hearing was completed August 27, 1970. On September 21, 1970, the Federal Highway Administration acknowledged satisfactory compliance of hearing regulations. Since this is a State bond project, a request for design approval will not be requested from the Federal Highway Administration. The length of this project is 7.09 miles and the total estimated cost is $3,000,000 (Construction $2,980,000, Right-of-Way $20,000).

Hermiston Section, Umatilla-Stanfield Highway, Umatilla County.

This project is for widening the existing two-lane city street through the city of Hermiston to a four-lane curbed street section consisting of four 12-foot travel lanes, a four-foot median and eight-foot curbed parking lanes. A combination corridor-design hearing was held October 21, 1970, and since this is also an Eastern Oregon bond project, a request for design approval will not be necessary from the Federal Highway Administration. The length of this section is 1.27 miles and the total estimated cost is $280,000 (Construction $263,000, Right-of-Way $17,000).

Boones Ferry Road-Pacific Highway East Section, Hillsboro-Silverton Highway, Marion County.

This project is on new alignment and will relocate the existing Hillsboro-Silverton Highway, which follows a difficult city street pattern in Woodburn, on a more direct route to Pacific Highway East. For approximately 2,000 feet on the westerly end, the project will have a 48-foot curbed street section, then be constructed to a two-lane open ditch roadway with two 12-foot travel lanes and 10-foot shoulders. A grade separation structure is proposed under the railroad tracks and Front Street with connections to Front Street. A corridor-design hearing was held November 10, 1970, and as a result of the hearing the design was changed to provide connection to Front Street. This project is on the current State Construction Program and is covered by an 80/20 percent construction finance agreement with the City of Woodburn. The length of this section is 1.57 miles and the total estimated cost is $1,200,000 (Construction $1,000,000; Right-of-Way $200,000).

McKenzie Highway-Jasper Section, Springfield-Creswell Highway, Lane County.

This project will relocate the existing two-lane Springfield-Creswell Highway on new and revised alignment. This is an advance right-of-way acquisition project based on a four-lane design of two 24-foot travel ways, 16-foot median and 10-foot shoulders. A corridor hearing was held March 12, 1969, followed by a design hearing held September 1, 1970. A formal request for design approval was forwarded to the Federal Highway Administration January 7, 1971. This project is 4.19 miles in length and the total estimated cost for right-of-way is $450,000. Authority to spend $100,000 under Federal-aid Program XII is recommended as an advance right-of-way project only at this time.

La Grande-Interstate 80N Section, Wallowa Lake Highway, Union County.

This project involves converting the existing two-lane Wallowa Lake Highway from Adams Avenue in La Grande to Interstate 80N to a four-lane city street section. The roadway is designed with four 12-foot travel lanes, 16-foot median and 10-foot curbed parking lane. A combination corridor-design hearing was held October 20, 1970, and a request for design approval was forwarded to the Federal

Highway Administration January 22, 1971. This project is financed on our 1971 Road Program for $3,000,000. The length of this section is 0.8 mile.

Maps for these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for your consideration at the February 16 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
Frank Hall
D. H. Moehring
V. E. Skoog
~~L. W. Rullen~~
H. S. Coulter
R. D. Asburry
C. T. Keasey
J. F. Putnam

BLG:aw sr

RECEIVED
FEB 2 - 1971
FILING
7835

January 29, 1971

Mr. Fred W. Hill, Member
Oregon State Highway Commission
208 N. E. Furnish Avenue
Pendleton, Oregon 97801

Dear Mr. Hill:

The Wasco Bypass has not yet been placed on the contract schedule. The survey will be on the agenda for the February 16 Commission meeting for approval and after that, right-of-way acquisition will be commenced. It probably will take about six months to acquire the right-of-way and the job could be advertised as soon as this is completed.

There will be a partial interchange at Fulton Canyon Road.

I suppose a safe guess would be that the job could be placed under contract not earlier than six months and probably not later than twelve. It is one of the committed jobs on the Eastern Oregon bond project list.

If anything further is needed, please let me know.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe

RECEIVED
AUG 14 1970
FORM P-90-X (12-67)

Mr. Klaboe

7835

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

August 12, 1970

To: Mr. D. J. Barbee
Design Engineer

BUILDING

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

SUBJECT: PHASE II RELOCATION REPORT
Thornberry-Lanborn Road Sec.
Sherman Highway
Sherman County

Attached is a copy of the Phase II Relocation Report on the subject section. If you use the right of way estimate, please add 20%.

The engineers' statement at the hearing should include the following data:

There will be no individuals, families, farms or businesses displaced by this project.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

Attachment

cc R. E. Simpson/w/att.
Tom Edwards
F. B. Klaboe
Victor Wolfe
L. H. Young/w/att.
Floyd Query
H. S. Cox
Robert E. Boyer/w/att.

RECEIVED
AUG 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Moro, Oregon 97039

June 19th 1970

Mr Floyd Query, Secy.
Oregon State Hy. Com.
Salem, Oregon. 97310

Dear Sir;

In this weeks Sherman County Journal your request for Highway Corridor Approval, is one that has been needed for years, When the late highway Engineer Mr Williams, came to see me in the late 50's about the highway change at DeMoss Springs, ect. He asked me if I had time to show him the above mentioned cutoff if I knew, so said you bet know where it is, so we drove to see it, from Wasco west, then around past cematary, stopping many times, then instead of coming back thro town, said to Chauffer "want to go back from this way, also stopped several times, thinking about the over or under pass, 206.

Then when we got back to DeMoss Springs he said lets look some more, so below Moro he again stopped and looked said hope we can miss Moro, also Giles French also said the same, But they didnot as you know, but look what about 2 did at Grassvalley, did when the road was ready for contract circulated petition asking the road be resurveyed and come thro town, My what a nice strait road it would have been from the Cemetary south on west side of town, Oh yes they sold out at a bigger profit after the change was made.

Look how The Dalles held up things for years wanted it thro town, now they see what wokld they do with the present day traffic, had a time finding a parking spot yesturday so parked at Dr.s as we also stopped there, and look at the Public dock they wanted it in the middle of town, so built it on piling, now hear it is mostly condemned, and to the west the length of the dock could have been on solid rock.

We are like the late Mr Williams "hope to see the new rt. in before too many years"

Yours truly

John M DeMoss

PS. N. to Tenet.

NOTED
FLOYD QUERY

RECEIVED
JUN 19 1970
STATE HIGHWAY COMMISSION

RECEIVED
JUN 16 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1970

7325

To: Mr. R. P. Hamilton
Director of Permits
EAST SALEM HIGHWAY BUILDING

SUBJECT: County Road Approach
South Unit, Wasco-Moro Section
Sherman Highway

ATTENTION: Mr. J. F. Hagemann

Attached is a road approach permit application and sketch maps related to a request by Sherman County for a change in location of an existing county road connection to the Sherman Highway. The county road lies immediately south of DeMoss Springs (two miles north of Moro). The new connection will allow realignment of the existing county road which will provide for a safer approach to the State Highway by loaded grain trucks.

This matter has been discussed with County City and the Bureau of Public Roads. We believe the matter does not require an indenture of access but can be handled just by permit. The existing county road connection had been in existence for a long time to the old Sherman Highway and was reconstructed under the subject project. It is not formally designated on our right of way map or deeds by station. Perhaps the permit should include a provision regarding its removal.

By a copy of this letter, I am returning the deed information and information form to Division "D".

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachment
cc: F. B. Klaboe
H. S. Cox
J. F. Putnam - w/enc.
R. S. Hawkins

RECEIVED
JUN 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: City of Wasco
Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
J. F. Putnam

RECEIVED
JUN 8 - 1970

OREGON STATE HIGHWAY DIVISION

7835

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 5, 1970

Sherman County Court
Courthouse
Moro, Oregon 97039

Attention: Hon. Vernon I. Miller
County Judge

Gentlemen:

Reference is made to our letter of May 13, 1970, and subsequent telephonic discussion of June 4 regarding the West Corridor relocation of the Thornberry-Lamborn Road Section of the Sherman Highway (US 97) in Sherman County near the city of Wasco.

We wish to advise you, based on discussion of May 6, 1970, that it is planned to construct a separation structure at the proposed new crossing of US 97 at ORE 206 (Fulton Canyon Road) approximately 1 mile west of the existing intersection in Wasco.

We trust this will satisfactorily answer your inquiry and aid you in your decision requested in our letter of May 13, 1970.

We thank you for your cooperation and interest in this and other matters of mutual concern in Sherman County and invite any inquiries you may have.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. D. Cox

H. S. Cox
County and City Department Engineer

RECEIVED
JUN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORREST COOPER

DNH:mm

RECEIVED
JUN 1 - 1970
FOR FILING

EXECUTIVE DEPARTMENT

7215

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

May 27, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

THORNBERRY - LAMBORN ROAD SECTION - SHERMAN HIGHWAY

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

We are pleased to add our approval.

Ed Westerdahl II

Edward G. Westerdahl, II

5-28-70
REFERRED TO
[illegible]
[illegible] State Highway Engr.

RECEIVED
MAY 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

Yoeing 5-19-70
Klabo

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended May 15, 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

Date Received	Applicant	Project Description	Location	Admin. Dist.
5-11-70	Highway Division	Philomath City Park	Philomath	4
5-11-70	Highway Division	Thornberry-Lambord Rd. Section	Wasco	9
5-11-70	City of Coquille	Secondary Sewage Treatment Plant	Coquille	7
5-11-70	Highway Division	Reedsport Water Front Park	Reedsport	6
5-12-70	Tri City Sanitary District	Sanitary Sewer System & Treatment Facility	Myrtle Creek Area	6
5-12-70	Chamberlin Ditch Company	Divert Irrigation Water from Wallowa River	Near Wallowa	13
5-12-70	Trask Drainage District	Diking and Drainage Project	Near Tillamook	1
5-12-70	State OEO Office	State Agency Assistance	Statewide	-

MAY 20 1970
7835

Date Received	Applicant	Project Description	Location	Admin. Dist.
5-12-70	Dearborn Water Control District	Flood Protection Project	Blue River	5
5-12-70	City of The Dalles	Sewer and Water Facilities Construction	The Dalles	9
5-12-70	Little Luckiamute Water Control Dist.	Little Luckiamute Watershed Project	Near Dallas	3
5-13-70	City of North Bend	Secondary Sewage Treatment Plant	North Bend	7
5-14-70	City of St. Helens	Sewage Collection System	St. Helens	2
5-14-70	Linn-Benton I.E.D.	Provision of Child Develop. Specialists	Albany	4
5-15-70	City of Salem	Water and Sewage Systems Improvement	Salem	3

RECEIVED
MAY 14 1970

FOR FILING

7835

Salem, Oregon 97310
May 13, 1970

Wasco Bypass, Thornberry-
Lamborn Road Section
Sherman Highway 42 (US97)
Sherman County

Mr. H. S. Cox
County-City Engineer
B U I L D I N G

Reference is made to your letter of May 8 concerning this project.

Please proceed to consummate a preliminary agreement with the County Court concerning its taking over the section of existing US97 south of Wasco.

When you have this document, proceed to hold the design hearing based on the westerly corridor alignment.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe
D. J. Barbee

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1970

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
O F F I C E

SUBJECT: Wasco By-pass
Thornberry-Lamborn Road Section
Sherman Highway 42 (US 97)
Sherman County

Pursuant to your letter of April 29 and prior discussion and correspondence, Mr. J. F. Putnam and I met with the Sherman County Court and Roadmaster on May 6 regarding subject matter in the vicinity of Wasco, Sherman County, Oregon.

The County's position regarding construction is for State to definitely construct a separation structure at the junction of the Celilo-Wasco Highway 301 (ORE 206, Fulton Canyon Road) and Sherman Highway 42 (US 97, proposed relocation of West Corridor). They indicated no apparent need for a connection at this crossing as they feel traffic utilizing these routes will not demand connections. (It seems logical a connection as proposed would be desirable in the first instance rather than make it a secondary installation in the future.)

The County's position regarding the existing route of US 97 would be for County to accept old alignment southerly of the Wasco-Heppner Highway (ORE 206) and State retain existing route of US 97 northerly of said Wasco-Heppner Highway junction (ORE 206) due to continued heavy use by grain and hay trucks.

The foregoing would be acceptable to the County and they would support such a proposal at a design hearing.

If this is acceptable to the Administration, we might also consider the longstanding matter of the Biggs Junction-Rufus frontage road as a transfer to County, or as another thought, the portion of the Celilo-Wasco Highway between the By-pass and existing US 97.

The County desires a letter on this matter at an early date and requests that we proceed with the necessary hearings, funding, agreements, etc., relative to construction of subject section of highway.

SP 52475-734

The judge asked what percentage of Federal funds would be used on this project, or would it maybe be a bond job. We told him this would normally be the ABC 60%-40%, 100% State, or bond issue, all to be determined by Administration, Commission, Legislature, etc.

There is attached a sketch map for your review, consideration, and reply as to what course of action you wish taken.

H. S. Cox
County and City Engineer

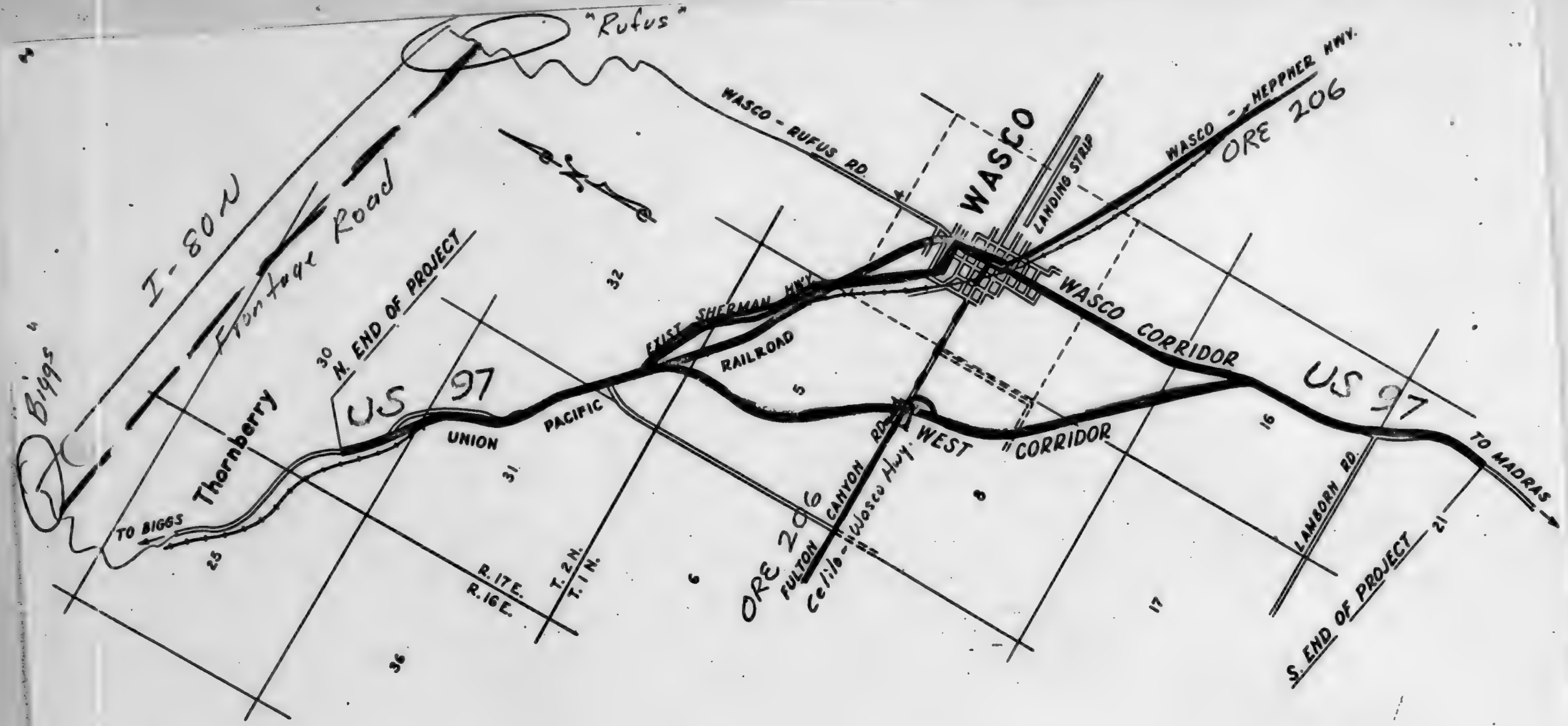
By

D. N. Harwell
Assistant County and City Engineer

DNH:mm
Att.

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
J. F. Putnam

RECEIVED
MAY 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER



LEGEND

State proposal

— State

— Sherman Co.

— Sherman Co.

— State, Wasco-Heppner

— State, Celilo-Wasco

Sherman Co. Frontage Rd ?

OREGON STATE HIGHWAY DEPARTMENT

Corridor Hearing Map

THORNBERRY-LAMBORN ROAD

SHERMAN HIGHWAY

SHERMAN COUNTY

January, 1969

LEGEND

Per Co.-St. discussion

— State

— Sherman Co.

cc: City of Wasco
Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor Wolfe
D. J. Barbee
J. F. Putnam

RECEIVED
MAY 15 1970

OREGON STATE HIGHWAY DIVISION

7535

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 13, 1970

Sherman County Court
Courthouse
Moro, Oregon 97039

Att: Hon. Vernon I. Miller, Judge

Gentlemen:

The State Highway Commission proposes to request approval of the West Corridor for relocation of the Thornberry-Lamborn Road Section of the Sherman Highway (US 97) in Sherman County near the City of Wasco, Oregon. Actual construction will be based on the availability of funds, scheduling, etc., following a design hearing.

The proposed corridor is indicated on the attached map shown in green. The existing route, not proposed to be retained by State and shown in red, may be bypassed by the proposed relocation.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route providing the alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the bypassed section of the existing route as a part of the local road system to provide service for persons living thereon or communities served thereby.

Signatures in the appropriate space provided below will indicate that Sherman County will, by a subsequent formal agreement with the State Highway Commission, accept such bypassed section as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by County and State.

We appreciate your consideration and willingness to cooperate in this matter and trust the foregoing will be acceptable pursuant to various discussions and correspondence on the matter.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
MAY 13 19 70
OFFICE OF
STATE HIGHWAY ENGINEER

By: H. S. Cox
County and City Engineer

NOTED
FORREST COOPER

APPROVED _____ 19____

COUNTY COURT OF _____ COUNTY

BY _____
COUNTY JUDGE

_____
COUNTY COMMISSIONER

_____
COUNTY COMMISSIONER

PBA:ljt
Att.

F. Cooper

RECEIVED
MAY 11 1970
FOR FILING

FORM E-POX—SOH—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1970

7835

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
O F F I C E

SUBJECT: Wasco By-pass
Thornberry-Lamborn Road Section
Sherman Highway 42 (US 97)
Sherman County

Pursuant to your letter of April 29 and prior discussion and correspondence, Mr. J. F. Putnam and I met with the Sherman County Court and Roadmaster on May 6 regarding subject matter in the vicinity of Wasco, Sherman County, Oregon.

The County's position regarding construction is for State to definitely construct a separation structure at the junction of the Celilo-Wasco Highway 301 (ORE 206, Fulton Canyon Road) and Sherman Highway 42 (US 97, proposed relocation of West Corridor). They indicated no apparent need for a connection at this crossing as they feel traffic utilizing these routes will not demand connections. (It seems logical a connection as proposed would be desirable in the first instance rather than make it a secondary installation in the future.)

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The foregoing would be acceptable to the County and they would support such a proposal at a design hearing.

If this is acceptable to the Administration, we might also consider the longstanding matter of the Biggs Junction-Rufus frontage road as a transfer to County, or as another thought, the portion of the Celilo-Wasco Highway between the By-pass and existing US 97.

The County desires a letter on this matter at an early date and requests that we proceed with the necessary hearings, funding, agreements, etc., relative to construction of subject section of highway.

The judge asked what percentage of Federal funds would be used on this project, or would it maybe be a bond job. We told him this would normally be the ABC 60%-40%, 100% State, or bond issue, all to be determined by Administration, Commission, Legislature, etc.

There is attached a sketch map for your review, consideration, and reply as to what course of action you wish taken.

H. S. Cox
County and City Engineer

By

D N Harwell

D. N. Harwell
Assistant County and City Engineer

DNH:mm
Att.

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
J. F. Putnam

RECEIVED
MAY 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 7, 1970

7835

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached is the completed Notice of Intent to apply for federal assistance for a federal-aid project as follows:

State Administrative District No. 9

Federal Aid Primary — Thornberry-Lamborn Rd. Section Sherman Hwy., Sherman County

The estimated date of filing for federal-aid funds on this project is June 15, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

NOTED
F. B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

RECEIVED
MAY 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Thornberry-Lamborn Rd. Sec.
Sherman Hwy., Sherman Co.

May 7, 1970

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Nine (9) City Wasco

County Sherman Special District(s) (if applicable) -

Other affected jurisdictions/agencies -

3. **Federal Program**

Common Program Name Federal Aid Primary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. Department of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 1,415,000
Loan ..... Grant X

Local Applicant Share (-)
(if any) $ .....

State Agency Share $ 940,000

Other (Specify) $ -

Total $ 2,355,000

Source of State Agency Share

General Fund $ -

Other Funds (specify) $ -

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date Preliminary Engineering Under Way
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) unknown at this time

Approximate ending date indeterminate

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** BPR Location approval pending A-95 Clearance.

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

THORNBERRY -LAMBORN CO. ROAD SECTION, SHERMAN HIGHWAY

This project will consist of preliminary engineering, right-of-way acquisition, grading, paving, drainage structures and incidental work to construct a facility of modern day standards which will provide a means for through traffic to skirt the city of Wasco. Access for motorists wishing to travel to the community would be provided.

This project is related to the "Goals for a Livable Oregon " by improving this portion of the existing highway by providing a shorter and more direct route near the community of Wasco. The State Highway Division intends to recommend the West Corridor for location approval.

See attached map for geographical location.

RECEIVED
APR 30 1970

FOR FILING

7835

Salem, Oregon 97310
April 29, 1970

Mr. H. S. Cox
County-City Engineer
BUILDING

Reference is made to your recent conversation with me concerning Judge Miller's opinion of the disposition of the old highway through Wasco when the bypass section is completed. As I remember the conversation, you advised me that Judge Miller did not think we would ask him to take over the old road when he had his conversation with Mr. Cooper concerning the matter.

However, we still believe that it will be essentially a local road system at such time as we have completed the bypass and we feel that efforts should be continued to get the County and/or City to take over their respective portions.

Please therefore undertake negotiations in this line and take the necessary steps to advance this project to a design hearing.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
D. J. Barbee

RECEIVED
APR 8 - 1970

7835

April 3, 1970

Mr. Fred W. Hill, Member
Oregon State Highway Commission
208 N. E. Furnish Avenue
Pendleton, Oregon 97801

Dear Fred:

I have your note of April 1 in which you refer to the Wasco Bypass in Sherman County.

As you of course know, this has long been on our list of "things to get to as soon as we could".

I have had several conferences with Judge Miller and Commissioner Kaseberg and suggested to them that the Court make a decision on what it wished the Commission to do. I have recently been informed that the County favored the by-pass route with a separation on Fulton Canyon road and a connection provided at that point.

Acting under instructions from the Commission, we have, today, put together a suggested program of work in Eastern Oregon to be financed by a $15 million bond issue. I am attaching a copy of this program on which you will note the Wasco Bypass listed as one of the projects. If the Commission approves this work and when the bonds are sold, construction could be undertaken. By law, the bonds cannot be sold until after January 1, 1971. In my opinion, this is a very worthy project which should be constructed.

I believe this will give you the information that you need.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fu
Attach.
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

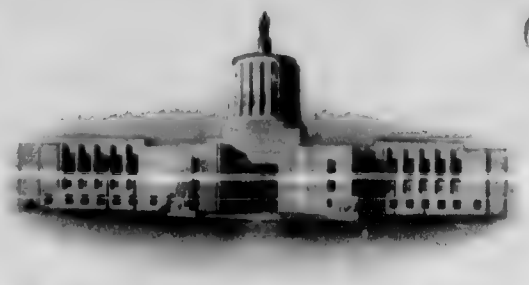
RECOMMENDED PROJECTS FOR PROGRAM SELECTION FOR $15,000,000 BOND ISSUE

	Highway	Name	Traffic	M.P.	Length	Estimate
1.	Pendleton-John Day	Emigrant-Frazier Couplet	10,950	0.70	0.70	$ 1,000,000
2.	Warm Springs	Deschutes River-Pelton Dam	2,700	105.28	2.65	500,000
3.	John Day	Condon-Thirty Mile Creek	520	38.68	5.52	2,000,000
4.	Wallowa Lake	La Grande Undercrossing	7,100	0.10	0.12	3,000,000
5.	Sherman	Wasco By-Pass	1,350	6.5	5.8	3,000,000
6.	Fremont	Cogswell Creek-Crane	760	146.7	6.3	1,000,000
7.	Pendleton-John Day	Forest Bdry.-Little Beech Creek	430	104.5	6.2	1,000,000
8.	Umatilla-Stanfield	Hermiston & Hermiston-Stanfield	6,300-3,300	4.8	6.6	2,000,000
9.	Heppner	Heppner North	810	38.2	4.4	500,000
10.	Central Oregon	Gap Ranch West	640	83.8	7.5	500,000
		Contingencies				500,000
						$15,000,000
	For Consideration as Alternates					
11.	John Day	Brogan Hill-Brogan	440	246.4	7.9	$ 3,000,000
12.	Olds Ferry-Ontario	Ontario-Cairo Jct.	6,200	28.4	3.4	250,000
13.	Klamath Falls-Lakeview	Malin Jct.-Olene Undercrossing	2,700	5.5	7.5	3,000,000

LHY:ia
4/3/70

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM



FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF FRED W. HILL
208 FURNISH AVE.
PENDLETON, OREGON 97801

April 1, 1970

Mr. Forrest Cooper
Highway Building
Center and Capital Streets
Salem, Oregon 97310

Dear Coop:

Judge Miller of Sherman County called me recently to inquire as to the status of the proposed relocation of Highway #97. He stated that everybody seemed to agree as to it going west of Wasco and he would like to be able to announce something in this regard as he was getting quite a bit of pressure.

As you will remember, I was concerned with the crossing of Fulton Canyon and sincerely hope we can do something there that would be safe and acceptable to the people.

I told Judge Miller I would contact you and that I would have you get in touch with him in further developments. Please keep me advised.

Sincerely,

Fred

Fred W. Hill
Commissioner

FH:gr

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APR 2 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 31 1970
FOR FILING

7835

Salem, Oregon
March 30, 1970

F. B. Klaboe
Assistant State Highway Engineer

3293

I have Mr. Barbee's report of March 26 re the Thornberry-Lamborn Road Section of the Sherman Highway in Sherman County.

I believe that we should take the necessary steps to bring this project through the right-of-way purchase stage based on a separation and connection where the Fulton Canyon Road intersects Highway 97.

Please take appropriate action.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1970

SUBJECT: Assignment: FBK-3293

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

An estimate has been prepared for a grade separation on the west corridor of the Thornberry-Lamborn Road Section of the Sherman Highway. The estimate is based on taking the Fulton Canyon Road (Hwy 206) over the proposed relocated Sherman Highway (Hwy 97). The estimated cost of the structure and construction of the approaches is $309,500.

It would cost an additional $66,500 to construct a one leg, two-way connection between the two highways as shown on the sketch map. This cost includes a channelized area on the proposed Sherman Highway.

The costs as shown on the sketch map have been updated.

for Donald L Nevett
D. J. Barbee
Design Engineer

NOTED
FORREST COOPER

DEK:jp
Attachment

RECEIVED
MAR 27 19..
OFFICE OF
STATE HIGHWAY ENGINEER

file A

RECEIVED
MAR 20 1970

Transmit
Inf
Atty: Wasco

March 13, 1970

The Honorable Vernon I. Miller
County Judge
Sherman County
Moro, Oregon 97039

Dear Judge Miller:

Thank you for your letter in which you refer to construction of Highway 97 in the vicinity of Wasco. I am pleased to know that the County Court favors the west corridor as I believe it has many advantages.

The matter of the overpass at the Highway 206 intersection is a valid one, but it does add some complications in that it will be a somewhat costly installation. I will have our people make new cost estimates of this project, after which it will be called to the attention of the Highway Commission to see what can be worked out in the way of scheduling.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
H. S. Cox
J. F. Putnam

(FC called Judge Miller 4-15-70)
fn

SHERMAN COUNTY
MORO, OREGON 97039
March 6, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

We would like to call to your attention again, the urgent need for modernizing Highway 97 from Walker Hill to a point just South of mile post 6 in Biggs Canyon. We do not need to point out to you again, the problems which the present alignment presents.

Considerable time has elapsed since the hearing last May. At that meeting your department proposed alternate routes in the Wasco area for the people's consideration. The Sherman County Court favors the West corridor in that area if an overpass can be provided, where Highway 206 intersects the proposed new route. The West corridor is the shortest route, provides the best grade available and presents no other problems, if an overpass can be provided for the safety of cross traffic.

We trust that you will give this matter your attention and will decide to program it for future improvement.

Sincerely yours,

SHERMAN COUNTY COURT

BY Vernon I. Miller County Judge
(Vernon I. Miller)

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL 11 1969

7835

Salem, Oregon
July 10, 1969

Thornberry-Lamborn Road
Sherman Highway
Sherman County

Mr. D. J. Barbee
Design Engineer

BUILDING

Attached is a map showing the relationship between the West Corridor and an alternate route suggested in an article published June 12 in the Sherman County Journal, Moro.

A cursory investigation revealed the following comparative information.

	West Corridor	Suggested Alternate
Excavation, net c.y.	500,000	1,400,000
Const. Length, miles	5.6	5.7
Maximum Gradient (length)	2-1/2% (3,000')	3-1/2% (4,500')
Rise & Fall	Same in both cases	
Curvature	Same for all practical purposes	

The earthwork quantities shown in the above tabulation are based upon a two-lane roadway section without climbing lanes.

There does not seem to be any great variation in the horizontal and vertical geometry between the two routes, and if the earthwork is indicative of the relative amounts of grading required, the suggested alternate would cost at least a half million dollars more than the West Alternate. If climbing lanes are included, the cost difference would be greater.

It appears--at least from this cursory investigation--that the suggested alternate would not be practical because of its apparent higher cost.

√. H. Tebeau
Preliminary Studies Engineer

Attach.

WHTtla

RECEIVED
APR 28 1969

7835

March 28, 1969

The Honorable Vernon I. Miller
County Judge
Sherman County Court
Courthouse
Moro, Oregon 97039

Dear Judge Miller:

Since my visit with you on March 20, I have discussed the Highway 97 reconstruction in the Wasco area with the Highway Commission and with its and your concurrence, we will proceed with hearings on May 7 and 8.

The hearing on May 7 will be for the purpose of informing the public; the hearing on May 8 will be to hear what people wish to put in the record re proposals. Details will be sent to you later.

If you have any questions re this matter, please get in touch with me; otherwise, we will proceed.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
D. J. Barbee
J. F. Putnam

Highway Commission

March 24, 1969

Oregon State Highway Commission

Gentlemen:

Judge Vernon I. Miller of Sherman County was in my office on March 20 and requested consideration by the Commission of reconstruction of Highway 97 in the Wasco area. This project has long been on our drawing boards but was set aside at the request of former Commissioner Fridley.

Three possible routes have been considered:

(1) Bypass the town to the west.

(2) Use the existing route through town with a revision utilizing the old Union Pacific Railroad right-of-way.

(3) Follow the existing route.

It is my opinion if reconstruction is undertaken it should be on the bypass route, as it has several advantages.

I told Judge Miller that I would discuss this matter with the Commission and then confer with him.

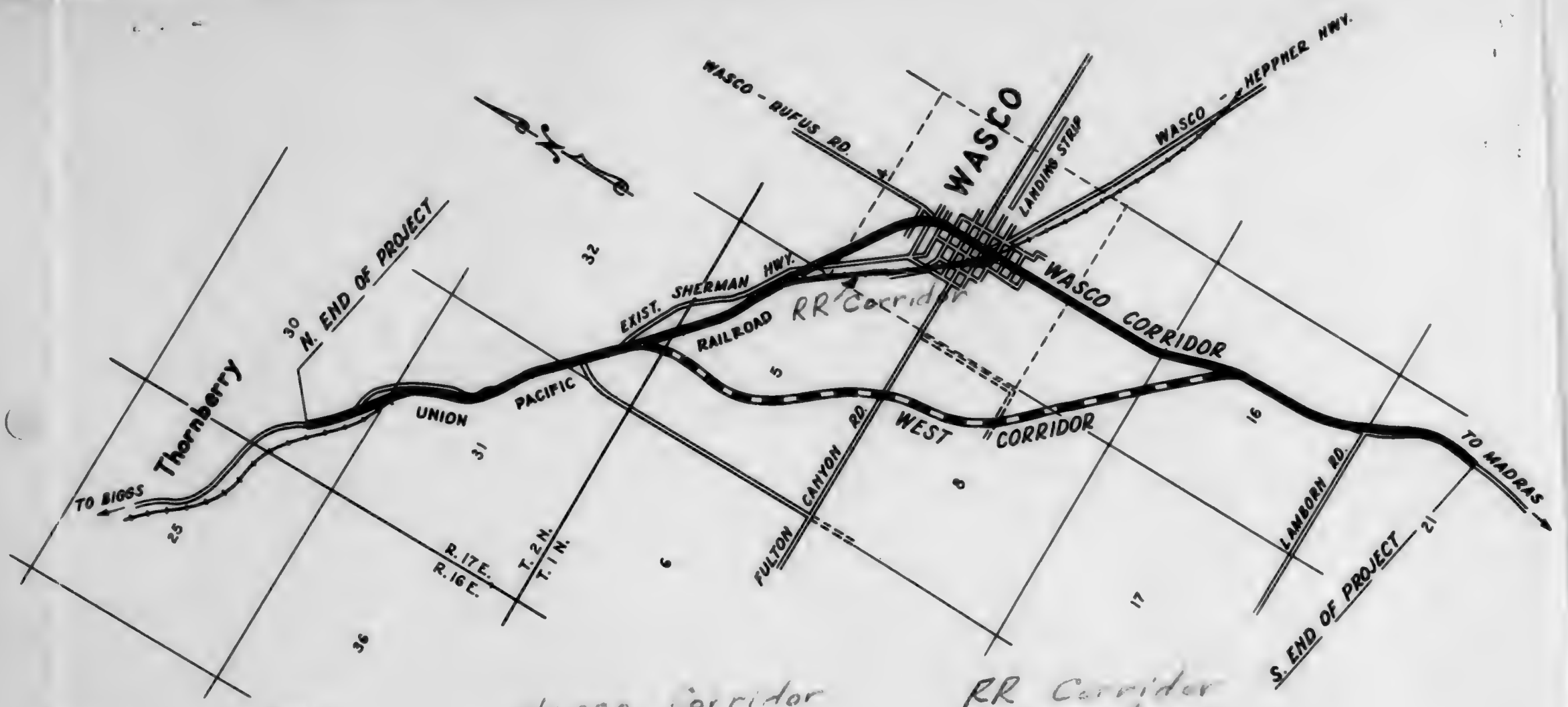
It is our intention to hold a public hearing in the near future and I would suggest that we do this, then choose a route and proceed with right-of-way acquisition if an appropriate agreement can be had with the county officials. Judge Miller indicated that the Court would support the route adopted by the Commission and I would strongly urge the bypass corridor.

If you wish to instruct me prior to the April 22 meeting, I will proceed; otherwise, I suggest it for discussion.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
H. S. Cox
FC:fn
J. F. Putnam



West Corridor
5.8 Miles
Const 2,250,000
R/W 45,000
Total 2,295,000

Wasco Corridor
6.0 Miles
Const 2,300,000
R/W 65,000
Total 2,365,000

RR Corridor
5.9 Miles
Const 2,250,000
R/W 125,000
Total 3,375,000

OREGON STATE HIGHWAY DEPARTMENT

Corridor Hearing Map

THORNBERRY - LAMBORN ROAD

SHERMAN HIGHWAY

SHERMAN COUNTY

January, 1969

RECEIVED
MAR 21 1969

FOR FILE
Maint
Traffic
Routing
Wasco

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1969

SUBJECT:

To: MEMO TO FILE

On this date, Judge Miller of Sherman County was in my office requesting consideration by the Highway Commission of construction of the Wasco Bypass on Highway 97.

I told the Judge the project had not been programmed and that I could give him no date as to when funds might be available.

I asked him if the County would be willing to sign the necessary agreement covering a change of route and would accept the existing section as part of the county road system. The Judge stated that he would have to discuss it with other members of the Court but felt that this could be accomplished.

I told him that I would discuss the matter with the Highway Commission at its next meeting, with the idea of right-of-way acquisition if funds were available. I also told him that I would keep him informed.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
H. S. Cox
J. F. Putnam

RECEIVED
MAR 17 1969
FOR FILING
7835

March 14, 1969

The Honorable Vernon I. Miller
County Judge
Sherman County Court
County Courthouse
Moro, Oregon 97039

Dear Judge Miller:

Thank you for your letter of March 11. As near as I can tell from my schedule at this time, I can meet with you on Thursday, March 20, at 1:30 p.m. in my office in Salem.

If this date is not convenient for you, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

fn sr

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox

County Court

SHERMAN COUNTY

Moro, Oregon

Office of
Vernon I. Miller, *County Judge*

March 11, 1969

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

I would like to make an appointment with you at your earliest convenience, to discuss with you improvements to highway 97 thru Sherman County. The 21st is the only day I would be unable to come during the next two weeks.

Sincerely,

Vernon I. Miller

Vernon I. Miller
County Judge
Sherman County

VIM/cb

NOTED
FORREST COOPER

RECEIVED
MAR 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1968
FOR FILING

7835

December 4, 1968

Mr. Fred W. Hill, Member
Oregon State Highway Commission
208 Furnish Avenue
Pendleton, Oregon 97801

Dear Mr. Hill:

This morning I talked to Commissioner Luther Davis of Sherman County and confirmed that a meeting concerning the Wasco bypass will be held at Jack's Cafe in Biggs at noon on December 16.

I understand that Judge Miller is in the hospital but if he is unable to attend, one or more members of the Court will be present.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Sherman County Court

bc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan

OREGON STATE
HIGHWAY COMMISSION

OFFICE OF FRED W. HILL • • 208 Furnish Avenue • • Pendleton, Oregon • • 97801

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

November 23, 1968

Mr. Forrest Cooper
Highway Building
Center & Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

Vernon Miller, the County Judge of Sherman County, visited with me in Portland recently in regard to the long standing question of the by-pass of Wasco. I have been over this area once with he and his court and other than viewing it I didn't do anything knowing how tight the money deal was, however, I think they should be entitled to a better understanding than I could give them so I am wondering how the following suggestion would be.

I would be willing to meet a representative of the Highway Dept. at Biggs Junction and we in turn would meet with Mr. Miller and his court and once again go over their problem and at least discuss the alternatives. I do not know if this is an accepted practice, but I believe in this case it would work out okay. If you agree, please let me hear from you and if you don't agree suggest something that will work.

Sincerely,

Fred W. Hill

FWH/mm

RECEIVED
NOV 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 30 1966
FOR FILING

2835

December 27, 1966

NOTED
R. L. PORTER

The Honorable David R. Richelderfer
Mayor of Wasco
City Hall
Wasco, Oregon

Dear Mayor Richelderfer:

Your interest in providing me with a copy of the resolution of your Council concerning the location of Highway 97 is appreciated. I am bringing this recommendation to the attention of the State Highway Commission and am asking that it be given careful consideration.

Sincerely yours,

Governor

MOH:ns

RECEIVED
DEC 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

"R E S O L U T I O N"

To the Honorable Mark O. Hatfield
Governor of the State of Oregon

We the undersigned duly elected, members of the Common Council of the City of Wasco, Oregon, hereby request your aid and support to the below listed grievance.

Whereas, it appears from survey reports and confrontation with the Oregon State Highway Department, that the Highway (97) now routed through our City, is to be rerouted Via a By-Pass Route.

Whereas, this proposed By-Pass will necessitate the purchase of approximately 30 acres of new right of way through farm land, irrigated pasture land and will also necessitate a very dangerous grade crossing or expensive elevated crossing on Highway #206 (Known as Fulton Canyon Highway) plus the upkeep of several additional miles of Highway.

Whereas, realignment along old rail road right of way plus about ½ mile of new right of way through some farm land and town property and along existing highway plus some adjacent land and realignment would take about ¼ as many acres off of the tax roll and out of production as the By-Pass would and also would not require upkeep of several additional miles of highway.

Whereas, the loss of the traffic flow through our City will cause a loss in business of untold amounts of revenue, and will also cause the closing of several businesses in this small City and the loss of numerous families from our City.

Now Therefore be it Resolved, that the Common Council of the City of Wasco, takes this means to show complete opposition to this By-Pass Route, for the reasons above stated.

Done & Dated, at Wasco, Oregon this _____ Day of December 1966

_____ Councilman

_____ Councilman

_____ Councilman

_____ Councilman

_____ Councilman

_____ Councilman

_____ Mayor

PSSR 28-2

Check in tracing W7 Umatilla River

RECEIVED
DEC 2-1 1966
FOR FILING

Kent Rothrock
Athena, Ore.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1966

7835

SUBJECT: Thornberry-Lamborn Road
Sherman Highway

Send GT
" Sample List to Fred

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

Because of the intended abandonment of the Union Pacific Railroad Company's Shaniko Branch line, a study was made to determine the feasibility of utilizing this line for highway purposes through the town of Wasco; comparison of this possibility was made with the Wasco Bypass as originally studied in 1962. Costs given for the Bypass Route are based upon the 1962 reconnaissance line and not on the 1966 location (latest information reveals that this location is about 50 per cent complete) as delineated on the attached map; the cost of this located line is assumed to be very nearly the same as the estimated cost of the reconnaissance line. A tabulation of the geometric features is given below:

	Bypass Proposal	Relocate on Railroad
Length (A - B), miles	4.3	4.6
Total Delta	250°	290°
Total No. of Curves	7	13
Maximum Curve	6°	Intersection *
No. of Max. Curves	1	1
Max. Delta, 1 Curve	50°	65° *
Max. Gradient	2-1/2%	6%
Length Max. Gradient	4,000'	2,000'
Length 3% Grade or over	- - -	3,400'
Total Rise and Fall	423'	503'
Grade and Pave	$880,000	$ 940,000
Structures	- - - -	- - - - -
Right of Way	40,000	110,000
Est. Const. Cost	$920,000	$1,050,000

NOTED
F. B. KLABOE

As a matter of interest, there could be an additional cost chargeable to the Bypass Route -- that of improving the Fulton Canyon-Wasco Highway from its crossing with the Bypass Route easterly into the town for a distance of about a miles; this segment of road presently has two 10-foot lanes (oil mat) with shoulder widths varying from one to two feet through the rural area and a 40-foot street (20 feet of pavement) through the town area. Improvement would involve introduction of 12-foot lanes with 8-foot shoulders at a cost of about $180,000. Vertical alignment through this segment reaches grades in the order of 10 per cent which would be difficult to alleviate.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp

Attach.

RECEIVED
NOV 29 1966
FOR FILING
7835

ROUGH DRAFT

PSSR 28-2

Re: Thornberry - Lamborn Road
Sherman Highway

Mr. F. D. Morgan
Construction Engineer
OFFICE

Because of the intended abandonment of the Union Pacific Railroad Company's Shaniko Branch line, a study was made to determine the feasibility of utilizing this line for highway purposes through the town of Wasco; Comparison of this possibility was made with the Wasco Bypass as originally studied in 1962. Costs given for the Bypass Route are based upon the 1962 reconnaissance line and not on the 1966 location (latest information reveals that this location is about 50 per cent complete) as delineated on the attached map; the cost of this located line is assumed to be very nearly the same as the estimated cost of the reconnaissance line. A tabulation of the geometric features is given below:

	Bypass Proposal	Relocate on RR
Length (A'-B), miles	4.3	4.6
Total Delta	250°	290°
Total No. of Curves	7	13
Maximum Curve	6°	Intersection*
No. of Max. Curves	1	1
Max. Delta, 1 Curve	50°	65° *
Max. Gradient	2½%	6%
Length, Max. Gradient	4,000'	2,000'
Length 3% Grade or over	—	3,400'
Total Rise & Fall	423'	503'
Grade & Pave	$ 880,000	$ 940,000
Structures	——	——
Right of Way	40,000	110,000
Est. Const. Cost	$ 920,000	$ 1,050,000

As a matter of interest, there could be an additional cost chargeable to the Bypass Route—that of improving the Fulton Canyon-Wasco Highway from its crossing with the Bypass Route easterly into town for a distance of about a mile; this segment of road presently has two 10-foot lanes (oil mat) with shoulders widths varying from one to two feet through the rural area and a 40-foot street (20 feet of pavement) through the town area. Improvement would involve introduction of 12-foot lanes with 8-foot shoulders at a cost of about $180,000. Vertical alignment through this segment reaches grades in the order of 10 per cent which would be difficult to alleviate.

W. H. Tebeau
Preliminary Studies Engineer

wht
11.21.66

City of Wasco

Wasco, Oregon

October 3, 1966

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The City Council of Wasco, Oregon would like to present the following information to you concerning the proposed Highway 97 bypass:

We feel that a highway bypass has a far more adverse effect on a small town than on a larger city.

We would like to point out that U. S. 97 Highway improvements through other cities in Sherman County have not bypassed any communities.

As admitted by State Engineers there are several acceptable alternate routes as shown on the map that would not bypass Wasco.

We thank you sincerely for any consideration you might give to us.

Yours truly,

City of Wasco

Edward P. Reichelderfer

Mayor

RECEIVED
SEP 28 1966
TOM McCALL
SECRETARY OF STATE
CLAY MYERS
HAROLD F. PHILLIPPE
ASSISTANTS

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

September 22, 1966

Mr. Glenn Jackson, Chairman
State Highway Commission
State Highway Building
Salem, Oregon

Dear Glenn:

While I was in Wasco last week I conferred with Mayor Richelderfer and members of the City Council and other business and agricultural leaders in the area about the proposed rerouting of Highway 97 so as to bypass the town. I also had a first hand look at the terrain that would accommodate the proposed bypass and I joined several of the officials in examining the possibilities of widening the highway through town and on up the hill south.

I was most impressed with the case made against the bypass by everyone I contacted in the area. Only two of more than a score of businesses in Wasco would escape the adverse effects of the bypass, and I sense a deep fear that to move the highway as tentatively planned would bury the town in the dust of history.

I am confident you will give your earnest consideration to these problems when the delegates from Wasco appear before the Commission in Salem on October 6th.

Copy to commission
9-26-66

NOTED
R. L. PORTER
NOTED
FORREST COOPER

Other improvements of U. S. 97 in Sherman County have not looped around any communities. Since this is so and since your department engineers apparently feel there are acceptable alternatives, your open-minded attention to the case of this delegation will be appreciated by all concerned.

Kindest personal regards.

Sincerely,

Tom

Tom McCall
Secretary of State

TM:w

RECEIVED
SEP 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

#7835.

Exley
EXPRESS INC

2610 S. E. EIGHTH AVENUE 234-9867 PORTLAND, OREGON 97202

September 6, 1966

City of Wasco
City Counsel
Wasco, Oregon

Gentlemen: Re: State Highway Commission bypass of Wasco

To whom it may concern it is essential that this highway go through the city of Wasco, Oregon as we have our truck terminal in Wasco that services an average of 70 trucks and refrigerated trailers a month.

The hill outside town has been no problem to our drivers. We would appreciate your advising us if any bypass is considered by the State Highway Commission.

Yours very truly,

Joseph M. Exley

Joseph M. Exley, President

mmc

City Council
City of Wasco
Wasco, Oregon

Gentlemen:

In regard to Highway 97, we would like for the Highway to follow approximately the same route through Wasco that it does now. The only suggestion that we would make is that the Highway be widened to three lanes in order to allow passage of fast moving vehicles on hills.

The hill south of Wasco has never presented any problems to us. In fact, we would probably have less problems with it than on some of the proposed alternate routes.

We feel, as probably a good many other truck lines do, that this highway through Wasco is essential for the rapid movement of wheat from elevators located within the City.

Yours truly,

Orville L. Williams
Arlen L. Williams

Resume of businesses in Wasco, Oregon and the probable results of Highway 97's proposed re-routing.

Businesses 21

Businesses closed 6

Jobs effected 18 people

Population 560

Agri Chem Vernon Rood, Mgr.	Not effected
Barber Shop Melvin Coon	Probably will close
Barnett Enterprises Jerry Barnett	25% effected
Chuck's Chevron Chuck Wallace	65% effected
Dale's Clothing Dale Laughlin	30% effected
Dora Moore Hotel Don Moore	Will close
Farm Chemical Ken Neufeld	Not effected
John Foss Insurance John Foss	[redacted] effected 25%
McMillin's Tavern Beryl McMillan	70%--probably will close
Miller Motors David E Miller	12%
O'Meara Supply & Impl. Co. Phillip T. O'Meara	25%
Sherman Coop. Gr. Grs. James Raleigh	Not effected
Standard Oil Co. R McDonald	25%
Town & Country Grill Helen Rush	Will close
Union Oil Co. [redacted] Myers	10%
Union "76" Station Harry Jackson	Will close
Wasco Equip. Co. Edward Dell	33 1/3%
Wasco Lumber Co. Robert Nisbet	15%
Wasco Market Ronald DeBrongo	25%
Wasco Pharmacy James E Bidgood, owner	40%
Wasco Tavern David C Hickman	50%--probably will close

file 5
4

RECEIVED
AUG 29 1966
FOR FILING
7835

June 10, 1966

Oregon State Highway Commission

Gentlemen:

At the instruction of the Commission, I held a meeting in Wasco with members of the Sherman County Court and the city officials of Wasco to discuss a request for reconstruction of Highway 97 in the Wasco area.

I opened the discussion by an explanation of the two possible routes; one approximately a mile westerly of Wasco and one through the town. I explained that our principal objection to the route through the town was a section of six percent grade southerly of Wasco that could not be readily eliminated.

I answered all of the questions that were propounded and asked what the wishes of the County Court and the City Council were. It was requested that we hold a hearing and proceed with right-of-way acquisition and construction as rapidly as funds could be accumulated. The Court indicated a strong preference for the bypass line and the City made no serious objection.

I suggest that we discuss this at the next Highway Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter - Will you please give me a possible timing suggestion based on financing.

F. B. Klaboe
Victor D. Wolfe

NOTED
F.B. KLABOE

5 p

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1965

7835

SUBJECT:

To: LOAD TO FILE

On this date, the Highway Commission approved the firm of Parsons, Brinckerhoff, Quade, and Douglas to design the Fremont Bridge in Portland. Release of information re this will be made only from the Administrative Office.

The Commission approved the dates of July 14-15 for its summer inspection trip and accepted the invitation of Judge Ogle of Lane County to attend a luncheon breakfast on the morning of July 15. The Commission ordered that a suitable two-motored plane with pilot and co-pilot be at the Lakeview Airport on the afternoon of July 14 to return Commissioner Simpson to Portland.

Authorized the State Highway Engineer to meet with interested people in Pendleton by the Highway Safety Committee to be selected by Chairman Bennett to review the Pendleton Bypass.

Authorized the Engineer to meet with the Marion County Court in the [illegible] of [illegible] to discuss the [illegible].

Authorized the Engineer [illegible] to the Commission to the [illegible] Dallas.

Authorized the filing of a [illegible] Chamber of Commerce, La Grande, Oregon, [illegible] meeting.

Authorized the [illegible] the Highway Commission-[illegible] of the State Highway.

FO:ls
cc A. L. Foster
Don Adkins
Lloyd F. Bain

Joseph Cooper
State Highway Engineer
J. D. Gibbs
Victor D. Hall

RECEIVED
APR 13 1966

5 P

FOR FILING
7835

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 12, 1966

SUBJECT: Wasco Bypass, Highway 97

To: Memo to the File

565

We have made a projection of what we believe to be the most feasible route. The Resident Engineer is now contacting the property owners and will begin making a direct location as soon as he has permission from these owners.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
Victor D. Wolfe

FORM B-30 50M 10-65 SP*23401-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 21, 1966

SUBJECT: Wasco Bypass
Sherman Highway

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Aerial contour maps together with a copy of our recon data have been supplied to Richard Hawkins at The Dalles. It is Mr. Putnam's proposal to start projecting immediately and when completed to submit to the Salem office for review. Upon agreement as to line direct location to be undertaken in the field. Perhaps two or three weeks should elapse before field staking is started.

As work progresses, it is expected that Lowell Stratton will be able to take over and complete the survey.

F. D. Morgan
Construction Engineer

By
J. E. Morelock
Chief Locating Engineer

JEM:fp

B/mp 4-11

NOTED
I B KLABOE

RECEIVED
MAR 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1966
FOR FILING
7835

Salem, Oregon 97310
March 10, 1966

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Wasco Bypass
Sherman Highway

Attention Mr. D. J. Barbee

Please assign a Resident Engineer to run a line for this project. If possible, a direct location should be made. If this is not possible, I would suggest that you run a P line from which we could later project an L line and go to contract on the projection.

Please advise me by March 21 of the prognosis for this project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Victor D. Wolfe

RECEIVED
JAN 26 1966
FOR FILING
7835

January 25, 1966

Mr. Verne Hamm, Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Hamm:

This is a followup to the meeting in your office January 19 concerning improvements on the Sherman Highway in the Wasco area.

At present there are 8.4 miles of unimproved road between Thornberry, which is north of Wasco, and the north end of an improvement finished about two years ago. The northerly terminus of this project is about one and one-half to two miles north of DeMoss Springs. This Department has called for bids for a two-mile improvement near Thornberry, which leaves 6.4 miles yet to be modernized.

It is estimated that the cost of this work would be about $1,750,000. However, our estimates are a bit rough. This would contemplate bypassing the town of Wasco and would anticipate that the Union Pacific Railroad Company's Grass Valley Branch will be abandoned so that no railroad grade separations would be necessary.

This section is part of the overall critical needs in the state highway system but, to date, the Highway Commission has not been able to find funds to allocate for its improvement. I am sure that when future construction programs are developed, this project will receive consideration along with other urgently needed work.

If you need anything further, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Kisboe
Victor D. Wolfe
J. F. Putnam

RLP:ms

FORM S-20 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1966

NOTED
R. L. PORTER

SUBJECT:

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

Following is a tabulation of costs (current basis) for improvement of the Sherman Highway from Thornberry to Lamborn Road (report of May 8, 1962). In this unit, two alternatives are considered: (1) Bypassing Wasco to the west; and (2) Improvement of the existing facility through Wasco.

	Wasco Bypass	Improve Existing
Length, miles	6.0	6.2
Grade and Pave	$1,250,000	$1,260,000
Right of Way	50,000	60,000
Est. Const. Cost	$1,300,000	$1,320,000

The above estimates assume that railroad crossings will be at grade (I have heard via the "grape vine" that there is a possibility that the Union Pacific Railroad proposal to abandon their line may be approved by the I.C.C.); however, should a railroad grade separation become necessary, only the Bypass proposal would be affected for an additional cost of $100,000. It might be pointed out that the northerly 2.0 miles of this unit is to be contracted in the near future (Thornberry-Mud Hollow) estimated cost $150,000; this, of course, would reduce the above estimates mileage-wise and costwise by the respective amounts.

In addition, I have also prepared a cost for completing the 2.4 mile gap between the south terminus of the above unit and the north terminus of the South Unit, Wasco-Moro Section recently completed:

Length, miles	2.4
Grade and Pave	$430,000
Right of Way	10,000
Est. Const. Cost	$440,000

The present highway through this segment has reasonably good horizontal and vertical alignment with a maximum 9-degree curve and a maximum gradient of 5 per cent (3,000 feet total length not continuous.). The estimate assumes improvement to similar standards as the recent construction to the south and with enough deviation from the present alignment to achieve these standards.

The costs indicated above are based upon two 12-foot lanes, 8-foot shoulders, and climbing lanes as necessary.

A copy of the 1962 reconnaissance report is attached along with a sketch map showing the constructed limits of the Wasco-Moro Section.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Enc.
cc F. D. Morgan

RECEIVED
JAN 21
OFFICE OF
STATE HIGHWAY ENGINEER

Physical Characteristics
Thorah-Rynd-Ambora Road
Sherman Highway
Sherman County

	Existing Facility	Wasco Bypass RR Grade Separation	Wasco Bypass RR Grade Crossing	Improve Existing Facility
Length, miles	6.35	6.04	6.02	6.22
Total Central Angle	710°	320°	290°	250°
Total No. of Curves	24	10	10	12
Maximum Curve	56°	5°	6°	5°
No. of Max. Curves	2	2	1	1
Max. Central Angle 1 Curve	90°	50°	50°	55°
Maximum Grade	6%	2-1/2%	2-1/2%	6%
Length Max. Grade	2,000'	4,000'	4,000'	2,200'
Length Grade, 3%+	8,000'	- - - -	- - -	6,800'
Total Rise and Fall	700'	x 580'	560'	670'
Grade and Pave	- - - -	$ 960,000	$952,000	$ 957,000
RR O'Xing Structure	- - - -	100,000	- - - -	- - - - -
RR Signalization *	- - - -	- - - - -	5,000	8,000
Right of Way	- - - -	30,000	40,000	40,000
Est. Const. Cost	- - - -	$1,090,000	$997,000	$1,005,000

* Single track installation on Bypass Route. Double track installation in Wasco. Train traffic in Wasco averages 2 trains per day as determined from Technical Report No. 59-5 (Relative Hazards at Railroad Grade Crossings on State and Federal-aid Highway Systems.)

** Cost shown for Improve Existing Facility includes climbing lanes where required. Cost without the climbing lanes would be $950,000.

Climbing lanes are not required on the Bypass Proposal.

Proposed Relocation of Sherman Highway US 97

figures shown indicate estimated 1962 ADT

May 11, 1962

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FOR FILING

7835

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1966

SUBJECT:

To: Memo to File

L

On this date, I was requested to attend a meeting in the Governor's office with members of the Sherman County Court, the County Planning Commission, and other interested citizens relative to improvements on the Sherman Highway in the Wasco area. The Governor was represented by Mr. Warne Nunn.

The request was for immediate consideration of modernization of this section. I asked Judge Miller if he advocated the Wasco Bypass and he dodged the question by stating that he was just advocating improvement. The group pointed out that the Union Pacific is not going to rebuild its Grass Valley Branch, which makes modernization of the highway imperative.

I was requested by Mr. Nunn to furnish him with a statement as to the length of the improvement and the approximate amount of money which would be necessary.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe
F. B. Klaboe

RECEIVED
JUN 8 - 1966

7835

January 13, 1966

Oregon State Highway Commission

Gentlemen:

I am attaching copies of a letter received from the Sherman County Court requesting construction of the Wasco Bypass and its extension to the north on Highway 97.

Please instruct me as to your wishes.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

Attach.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
J. F. Putnam

F 7835

January 13, 1966

The Honorable Vernon I. Miller
County Judge
Sherman County Court
County Courthouse
Moro, Oregon

Dear Judge Miller:

Your letter of January 11 to the State Highway Commission re reconstruction of the Wasco Bypass of US97 in Sherman County has been received and will be discussed by the Commission.

I will advise you later as to its thinking.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
J. F. Putnam

SHERMAN COUNTY

MORO, OREGON

Jan. 11, 1966

VERNON I. MILLER, COUNTY JUDGE
[redacted]

L.E.Kaseberg
County Commissioner
Luther W. Davis
County Commissioner

REFERRED TO
admin
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

The Sherman County Court wishes to present the following information in support of its contention that Highway 97 should be realigned and modernized from the top of DeMoss Hill, which is approximately 13.5 miles from the junction of Highway 80 North, to a point slightly north of milepost 5.

We have appeared before you on several occasions requesting this urgently needed improvement. We were told by the Commission, at one time, that money had been budgeted for the completion of this project. We realize that the action of the 1963 legislature, through its bonding program, upset your schedule for improvements in this area. We also realize that last winter's floods delayed many programs which were already scheduled.

We feel that several developments within the area, which have occurred within the past two years, make it imperative that this short section of road be realigned and brought up to modern standards. The flood of December 1964 washed out the branch line railroad, and it now appears doubtful that it will ever be rebuilt, even if it should be rebuild several years time will elapse. This means that on an average, over three million bushels of grain has to move out of Sherman County by truck and trailer, in addition to what flows to market over Highway 206, from the southwest section of Gilliam County. There is also considerable livestock from Central Oregon which comes into Wasco over Highway 206 and proceeds from there to market over the section in question.

Highway 97, being located between the John Day and Deschutes Rivers, is the only placein Oregon where the upland of the Central Oregon plateau can be reached without excessive grades or crossing huge canyons, or, as in Western Oregon, by crossing a mountain range. Highway 97 is the shortest route between Washington and California and because of the terrain is the straightest and fastest. These natural advantages coupled with the completion of the Samuel Hill Memorial Bridge, are making it one of the most important truck routes between California and Washington. The State of Washington, recognizing the importance of this route, has spent, and is still spending, huge sums of money for its improvement and modernization.

We feel that this short section of Highway 97 to which we have referred, is undoubtedly the worst and most hazardous section on the

SHERMAN COUNTY

MORO, OREGON

Jan. 11, 1966

VERNON I. MILLER, COUNTY JUDGE
[redacted]

L.E.Kaseberg
County Commissioner
Luther W. Davis
County Commissioner

#2--Oregon State Highway Commission

route anywhere in the State of Oregon. It would not be an expensive section to construct as very little rock work would be involved or encountered. If the natural watercourse were followed between the two points, in the new alignment, the distance would be shortened.

Due to three dangerous curves in the area we are recommending for improvement, and the improved standard of the road at either end of the area, people attempt to negotiate these turns at a higher rate of speed than is possible, which has resulted in a considerable increase in accidents as reported by the ambulance service during the past year. The worst of these curves is just north of milepost 13. Another one that causes accidents is between mileposts 7 and 8, and the third is near milepost 7. There are two right angle turns at the north end of the city of Wasco.

We appreciate the many fine improvements that you gentlemen have made on Highway 97 in the past, but do urge that you give this section your serious consideration. We will be glad to appear before your Commission at any time or furnish any other information that you may desire.

RECEIVED
JAN 1 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 1 2 1966
OREGON
STATE HIGHWAY COMMISSION

Respectfully submitted,

SHERMAN COUNTY COURT

By: (Vernon I. Miller)
County Judge

Vernon I. Miller

L.E. Kaseberg Co. Comm

Luther W. Davis Co. Comm.

RECEIVED
DEC 21 1965

FORM FHWA-PR-1 (Rev. 3-64) SP*6220-734

7835

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1965

To: MEMO TO FILE

SUBJECT:

Senator Ben Musa called me this date and stated a delegation from Sherman County, consisting of the County Court and others, had contacted him, seeking his influence to get the Wasco Bypass of US97 in Sherman County scheduled for construction.

The group told Senator Musa they had information that the railroad was not going to be restored; therefore, they felt that this unit was vital to their transportation needs.

The group seemed to have in mind the circulation of petitions and an appearance before the Highway Commission.

I suggested to Senator Musa that a letter from the County Court to the Highway Commission might be in order.

The unit is 6.2 miles in length, estimated to cost $1,400,000.

Forrest Cooper
State Highway Engineer

FC:fn

cc Commissioners
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
H. S. Cox
J. F. Putnam

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JUN 23 1965

FOR FILING

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June 23, 1965

The Honorable David R. Richelderfer
Mayor of Wasco
City Hall
Wasco, Oregon

Dear Mayor Richelderfer:

Reply is made to your letter of June 9 concerning the possibility of future construction on Highway 97 in the city of Wasco.

There has long been thought given to improving the situation in Wasco, particularly with respect to the right-angle turn at the northerly end of the town. A bypass has been considered at times. However, the current demands upon our ABC financing are such that any revision in the near future is unlikely.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Kenneth H. Fridley

R. L. Porter
Victor D. Wolfe
Tom Edwards

TE:jwa bg

City of Wasco

Wasco, Oregon

Copy to Cooper - Pinkerton 6-11

June 9, 1965

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Forrest Cooper
State Highway Engineer

Dear Mr. Cooper:

The City of Wasco is in favor of Highway 97 remaining in the City of Wasco. The City Council would like to know if there are any changes planned for the near future.

Yours truly,

City of Wasco

Mayor

CC/i

RECEIVED
JUN 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 9 1962
FOR FILING
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477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 7, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

Location Prospectus, Thornberry-Lambert
County Road Section, Sherman Highway

Reference is made to Mr. F. D. Morgan's letter dated October 16, 1962.

Our review indicates that the prospectus transmitted therewith merits our approval subject to the conditions that due consideration be given to the testimony offered by interested parties at the public hearing and to the economic effects of the improvement.

original To Morgan
11-9-62

RECEIVED
NOV 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 23 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

7835

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Enclosed is the location prospectus on the Thornberry-Lamborn County Road Section of the Sherman Highway.

Justification of the route selected for this project is based upon our reconnaissance and road user cost studies prepared May 8, 1962 and June 7, 1962 respectively. Of the routes studied, comparing improving the existing facility and other alternate routes, we find that the Wasco Bypass with railroad grade separation provides the more desirable elements of design. This route will reduce the rise and fall and central angle characteristics and flatten the grade from 6 per cent to 2.5 per cent. The length would be shortened and there would be no need for climbing lanes on the bypass. Although the construction costs are slightly higher on the bypass route due to the railroad grade separation, we feel that the separation is warranted as a safety measure and to conform with separation policies already established on this highway.

This prospectus is submitted for your approval and advisement.

NOTED
R. L. PORTER

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

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OCT 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Enc.
cc R. L. Porter
J. E. Morelock
Jack Nash

BG:jd:fp

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NOV 19 1962
FOR FILING

10-16-62

7835

LOCATION PROSPECTUS
THORNBERRY-LAMBORN COUNTY ROAD SECTION
SHERMAN HIGHWAY
SHERMAN COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Sherman Highway which is a State Primary facility on the Federal-aid Primary and Throughway Systems. The northerly terminus is at Station 245+00, approximate M.P. 4.6, which mile point is the south end of the Mud Hollow Road-Thornberry project. The southerly terminus is at Station 114+46, approximate M.P. 11.4, which mile point is 1.5 miles south of Wasco on the Wasco-Moro Survey. Length is approximately 6.0 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on revised and new alignment. The town of Wasco will be bypassed to the west.

The general route, to be located by field crews, utilizes about two miles of existing highway terminating at a point just northerly of the crossing of the Union Pacific Railroad crossing. The route from the railroad crossing, including the railroad grade separation, will be projected and located by the Salem office. The southerly portion of the route traverses the drainage area west of Wasco and ties into the Wasco-Moro survey near Lamborn County Road. Reconnaissance has been completed (May 8, 1962). Soils investigations will be conducted and special drainage studies will be made where required. An economic analysis has been completed (June 7, 1962).

The existing 1961 ADT is 700 and the projected -- 1.8 factor -- ADT is 1,260. Traffic and alignment warrant a Class "C" highway with maximum grade and curvature of 6 per cent and 10 degrees respectively. This will be a two-lane highway with a typical section consisting of two 12-foot travel lanes with 8-foot shoulders. Shoulders will be treated full width with a minimum 1-1/2 inches of asphaltic concrete. Climbing lanes will not be required. Deviations from State and Federal standards are not anticipated.

The rise and fall and the central angle data of the existing facility are 700 feet and 710 degrees respectively. The proposed route will decrease these values to 560 feet and 290 degrees.

This will be a two-lane highway with access permitted to the pavement limited as to location, width and unrestricted as to land use. There are no interchanges. There are no major stream crossings; however, there will be separated railroad crossing of the Union Pacific Railroad, Shaniko Branch.

Rod - See me.

The tentative base design for construction is:

Wearing Surface	3-1/2" AC
Top Course Base	2 " Level
Bottom Course Base	17 " Coarse Base
Total Depth	22-1/2"

(Base design subject to change upon completion of soils investigation.)

The paving will be done in stage construction with an additional top of 1-1/2 inches of asphaltic concrete being applied when conditions warrant.

Materials are available from local commercial or State-controlled sources.

Agreements will be necessary with Sherman County as to the disposition of parts of the existing highway.

There are no existing State parks or roadside rest areas affected by this project.

October 16, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

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OCT 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Biggs Jct.

BIGGS

97

OREGON

WASHINGTON

Spanish

Thornberry

BEGIN PROJECT

9.4

RAILROAD

Hollow

Creek

Canyon

FAS

N

36

31

OLD WASCO CEMETERY

97

WASCO CEMETERY

LOCUST GROVE SCHOOL

Locust Grove

1

6

WASCO

Pop. 325 (Est.)

206

WASCO AIRPORT

Mud

Spanish

END PROJECT

Trail

℄

8' 12' 12' 8'

TYPICAL SECTION

PROSPECTUS MAP

THORNBERRY - LAMBORN CO. RD.
SHERMAN HWY.

SHERMAN COUNTY

Scale 1" = 1 MI. 1962

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JUL 11 1962
FOR FILING
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Salem, Oregon
July 9, 1962

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: D. J. Barbee

Reference is made to the reconnaissance report on the Thornberry-Lamborn Road Section of the Sherman Highway.

The bypass plan at Wasco has the approval of this office, however, it is not desirable to do anything beyond the reconnaissance stage at this time. It is also requested that the reconnaissance report be kept under wraps until cleared by the Highway Engineer's office.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1962

SUBJECT: Reconnaissance Report
Thornberry-Lamborn Road
Sherman Highway

To:
Mr. R. L. Porter
Asst. State Highway Engineer
B U I L D I N G

Attached is a reconnaissance estimate on the above named section of highway on which three alternates were studied. Plan 1--the improvement of the existing facility which requires a grade crossing of the Union Pacific tracks in the town of Wasco. The estimated cost, $1,005,000. Plan 2--bypassing the town of Wasco with railroad grade crossing the Union Pacific tracks. The estimated cost, $997,000. Plan 3--bypassing the town of Wasco with a railroad grade separation of the Union Pacific tracks. The estimated cost, $1,090,000.

In addition to the above estimated cost, it was thought that the Fulton Canyon Road would have to be improved between the bypass route and Wasco. The present facility has two 10-foot lanes with an 0-11 oil mat. It was planned that it would eventually require improving 12-foot lanes with 8-foot shoulders with asphaltic concrete pavement. The estimated cost of this program is $75,000 and while in my opinion this improvement could be put off for a while the above costs would have to be added to both Plan 1 and Plan 2 for the ultimate cost of this facility.

Also attached is a copy of "Road User Cost" by the Traffic Department. This "Road User Cost" is made on the basis of the total cost of the three plans which includes the $75,000 for work on the Fulton Canyon Highway. The "Road User Cost" indicates that Plan 2 is the preferred route.

The physical characteristics indicate that there is not much to choose from Plan 2 and Plan 3 both being preferable to Plan 1 not only in length but in maximum gradient (2 1/2% as opposed to 6%) and also in total rise and fall.

It would be my recommendation that Plan 2 bypassing the town of Wasco with the grade crossing be selected.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

RECEIVED
JUN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

SENT TO R. L. PORTER

DJB:jd
Attachment

FORM E-30 50M 6-61 30681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1962

SUBJECT: Road User Cost Analysis - Sherman Highway - Thornberry-Lamborn Road

To: F. D. Morgan
Construction Engineer
O f f i c e

In accordance with Mr. Wm. Tebeau's request, we have computed a Road User Cost Analysis for the proposed improvements of the Sherman Highway between Thornberry and Lamborn Road.

Attached herewith is a Road User Costs Sheet, a Differential Road User Costs Sheet, a Summary Sheet, and a map showing the location of the proposed improvements.

F. B. Crandall
Traffic Engineer

GLS:dk
Attachment
cc: Tom Edwards
Wm. Tebeau

CONSTRUCTION DIVISION
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JUN 8 1962
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REFERRED TO
Morelock for Tebeau's
By Construction Engineer

NOTED
6-8-62
W. H. TEBEAU

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

Summary Sheet

HIGHWAY PROJECT ANALYSIS

Sherman Highway

Thornberry To Lamborn Road

Description of Projects:

Plan 1 Improve existing highway.

Plan 2 By-Pass without R. R. Grade separation at north end of By-Pass alignment.

Plan 3 By-Pass with R.R. Grade separation at north end of By-Pass alignment.

COMPARATIVE PHYSICAL DATA BETWEEN POINTS

A And B

ITEM	ROUTES			
	Existing	Plan 1	Plan 2	Plan 3
Length (miles).....	6.35	6.22	6.02	6.04
Length of New Construction (miles)...	-	6.22	6.02	6.04
Traffic Lanes (number).....	2	2	2	2
Total Rise and Fall (feet).....	700	670	560	580
Maximum Grade (percent).....	6	6	2.5	2.5
Length of Maximum Grade (feet).....	2,000	2,200	4,000	4,000
Total Central Angle (degrees).....	710	250	290	320
Maximum Degree Curve (degrees).....	56	5	6	5
Number of Maximum Degree Curves.....	2	1	1	2

COMPARATIVE ROUTE COST DATA

Right-of-Way Costs.....	$ -	40,000	40,000	30,000
Other Construction Costs.....	$ -	,965,000	1,032,000	1,135,000
Gross Construction Costs.....	$ -	1,005,000	1,072,000	1,165,000
Annual Road User Costs.....	$ 663,264	719,237	691,303	704,077

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

Sherman Highway
Thornberry - Lamborn Road
6-6-62

ITEM	ROUTES			
	Existing	Improve Existing	By-Pass Without R.R. Grade Separation	By-Pass With R.R.Grade Separation
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles.....	$ 121,792	113,348	99,303	100,223
b. Light trucks.....	$ 1,871	1,742	1,526	1,539
c. Heavy trucks.....	$ 27,054	26,582	21,369	21,508
d. Busses.....	$ 2,598	2,418	2,118	2,138
e. Total.....	$ 153,315	144,090	124,316	125,408
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs...	$ 483,253	476,789	457,322	458,584
b. Rise and Fall Costs.....	$ 4,752	4,549	3,905	3,987
c. Alignment Costs.....	$ 5,891	4,001	4,402	4,638
d. Traffic Stop Costs.....	$ 1,188	1,217	1,944	1,942
e. Accident Costs.....	$			
f. Total.....	$ 495,084	486,556	467,573	469,151
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$ 648,399	630,646	591,889	594,559
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs.....	$ -	72,963	77,827	84,579
b. Maintenance Costs.....	$ 9,790	10,105	13,992	16,182
c. Operation Costs.....	$ 5,075	5,523	7,595	8,757
TOTAL ANNUAL HIGHWAY COSTS..	$ 14,865	88,591	99,414	109,518
III. ANNUAL ROAD USER COSTS (I + II).	$ 663,264	719,237	691,303	704,077

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS

Sherman Highway
Thornberry - Lamborn Road
6-6-62

ITEM	ROUTES			
	Existing	Improve Existing	By-Pass Without R.R. Grade Separation	By-Pass With R.R. Grade Separation
I. ANNUAL DIFFERENTIAL VEHICLE OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles.....	$ 0	- 8,444	- 22,489	- 21,569
b. Light Trucks.....	$ 0	- 129	- 345	- 332
c. Heavy Trucks.....	$ 0	- 472	- 5,685	- 5,546
d. Busses.....	$ 0	- 180	- 480	- 460
e. Total.....	$ 0	- 9,225	- 28,999	- 27,907
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs.....	$ 0	- 6,464	- 25,931	- 24,669
b. Rise and Fall Costs.....	$ 0	- 203	- 847	- 765
c. Alignment Costs.....	$ 0	- 1,890	- 1,489	- 1,253
d. Traffic Stop Costs.....	$ 0	+ 29	+ 756	+ 754
e. Accident Costs.....	$			
f. Total.....	$ 0	- 8,528	- 27,511	- 25,933
TOTAL ANNUAL DIFFERENTIAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$ 0	- 17,753	- 56,510	- 53,840
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs.....	$ 0	+ 72,963	+ 77,327	+ 84,579
b. Maintenance Costs.....	$ 0	+ 315	+ 4,202	+ 6,392
c. Operation Costs.....	$ 0	+ 448	+ 2,520	+ 3,682
TOTAL ANNUAL DIFFERENTIAL HIGHWAY COSTS.....	$ 0	+ 73,726	+ 84,549	+ 94,653
III. ANNUAL DIFFERENTIAL ROAD USER COSTS (I + II).....	$ 0	+ 55,973	+ 28,039	+ 40,813

Physical Characteristics
Thornberry-Lamborn Road
Sherman Highway
Sherman County

	Existing Facility	Wasco Bypass RR Grade Separation (Plan 3)	Wasco Bypass RR Grade Crossing (Plan 2)	Improve Existing Facility (Plan 1)
Length, miles	6.35	6.04	6.02	6.22
Total Central Angle	710°	320°	290°	250°
Total No. of Curves	34	10	10	12
Maximum Curve	56°	5°	6°	5°
No. of Max. Curves	2	2	1	1
Max. Central Angle 1 Curve	90°	50°	50°	55°
Maximum Grade	6%	2-1/2%	2-1/2%	6%
Length Max. Grade	2,000'	4,000'	4,000'	2,200'
Length Grade, 3%+	8,000'	- - - -	- - -	6,800'
Total Rise and Fall	700'	580'	560'	670'
Grade and Pave	- - - -	$ 960,000	$952,000	$ 957,000
RR O'Xing Structure (225')	- - - -	100,000	- - - -	- - - - -
RR Signalization *	- - - -	- - - - -	5,000	8,000
Right of Way	- - - -	30,000	40,000	40,000
Est. Const. Cost	- - - -	$1,090,000	$997,000	$1,005,000
+ $75,000 (Fulton Ave per Long)		$1,165,000	$1,072,000	~~~~

* Single track installation on Bypass Route. Double track installation in Wasco. Train traffic in Wasco averages 2 trains per day as determined from Technical Report No. 59-5 (Relative Hazards at Railroad Grade Crossings on State and Federal-aid Highway Systems.)

** Cost shown for Improve Existing Facility includes climbing lanes where required. Cost without the climbing lanes would be $958,000.

Climbing lanes are not required on the Bypass Proposal.

FORM E-30X—50M—6-61—38692

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1962

SUBJECT: Thornberry-Lambora Road
Sherman Highway
Sherman County

To:
Mr. F. D. Morgan
Construction Engineer
BUILDING

An investigation has been made for the improvement of the Sherman Highway from Thornberry northwesterly of Wasco to Lambora Road about a mile south of Wasco. For the investigation a controlled aerial topographical map was used (1"=100' reduced to 1"=400'). No field observation was made. Two general routes were studied: (1) a route bypassing Wasco to the west; and (2) a route improving the existing facility through Wasco.

The Bypass Route leaves the existing facility about a mile south of Thornberry and crosses the Shaniko Branch of the Union Pacific Railroad with a grade separation. It then follows a major drainage (a branch of Spanish Hollow Creek) bypassing Wasco about a mile to the west and ties back to the existing facility near the Lambora Road intersection. Estimated cost for 6.04 miles of construction is as follows:

Grade and Pave		$ 960,000
RR O'Xing Structure		100,000
Right of Way	—	30,000
Est. Const. Cost		$1,090,000 (6.04 miles)

An alternate to the Bypass Route would involve a grade crossing and because of topography the crossing of the Shaniko Branch railroad would occur about a mile further south than in the previous case. The alternate would become coincident with the Bypass Route immediately after crossing the railroad. Estimated cost for this proposal involving 6.02 miles of construction is as follows:

Grade and Pave		$ 952,000
RR Signalization		5,000
Right of Way	—	40,000
Est. Const. Cost		$ 997,000 (6.02 miles)

Note: Costs [illegible]
See report [illegible]
[illegible]

Improvement of the existing facility involves a general realignment to eliminate substandard horizontal and vertical alignment; through Wasco a 44-foot street is introduced. Estimated cost for the improvement of 6.22 miles is as follows:

	Outside CL Wasco		Within CL Wasco	
Length, miles	5.06		1.16	
Grade and Pave	$743,000		$214,000	
RR Signalization	- - - -		8,000	
Right of Way	34,000		6,000	
Est. Const. Cost	$777,000	+	$228,000	= $1,005,000

The above estimate includes climbing lanes where required; total cost without the climbing lanes would be $958,000.

For the estimates, two 12-foot lanes with 8-foot shoulders are used; surfacing is 3-1/2 inches of asphaltic concrete on 14 inches of base and leveling. 1960 ADT varies from about 600 at the north end of the investigation to 2,000 in Wasco to 880 at the south end of the investigation; per cent trucks is 13 per cent. Unit costs were obtained from the Cost Section and the railroad over-crossing cost from the Bridge Division; right of way costs were determined by this section and should be field-checked for a more accurate determination.

Sketch map is attached.

W. H. Tebeau
W. H. Tebeau
Field Reconnaissance Engineer

WHT:ap

Attach.

Physical Characteristics
Thornberry-Lamborn Road
Sherman Highway
Sherman County

	Existing Facility	Wasco Bypass RR Grade Separation	Wasco Bypass RR Grade Crossing	Improve Existing Facility
Length, miles	6.35	6.04	6.01	6.22
Total Central Angle	710°	320°	290°	250°
Total No. of Curves	34	10	10	12
Maximum Curve	56°	5°	6°	5°
No. of Max. Curves	2	2	1	1
Max. Central Angle 1 Curve	90°	50°	50°	55°
Maximum Grade	6%	2-1/2%	2-1/2%	6%
Length Max. Grade	2,000'	4,000'	4,000'	2,200'
Length Grade, 3%+	8,000'	- - - -	- - -	6,800'
Total Rise and Fall	700'	580'	560'	670'
Grade and Pave	- - - -	$ 960,000	$952,000	$ 957,000
RR O'Xing Structure	- - - -	100,000	- - - -	- - - - -
RR Signalization *	- - - -	- - - - -	5,000	8,000
Right of Way	- - - -	30,000	40,000	40,000
Est. Const. Cost	- - - -	$1,090,000	$997,000	$1,005,000

* Single track installation on Bypass Route. Double track installation in Wasco. Train traffic in Wasco averages 2 trains per day as determined from Technical Report No. 89-5 (Relative Hazards at Railroad Grade Crossings on State and Federal-aid Highway Systems.)

** Cost shown for Improve Existing Facility includes climbing lanes where required. Cost without the climbing lanes would be $958,000.

Climbing lanes are not required on the Bypass Proposal.

ADDENDUM
THORNBERRY-LAMBORN ROAD
SHERMAN HIGHWAY
SHERMAN COUNTY

A supplementary estimate has been prepared for improvement of the Fulton Canyon-Wasco Highway from the Bypass Route proposal to Clarke Street in Wasco (route of the present Sherman Highway). It is believed that traffic generated from the bypass into Wasco via the Fulton Canyon-Wasco Highway in addition to the traffic already existing would warrant improvement of this segment. The traffic involved as determined by the Traffic Division would be approximately 400 (1962 ADT) with 250 on the Fulton Canyon-Wasco Highway and 150 being diverted from the bypass. (A copy of the traffic schematic is appended.) The reduced plans (June, 1953, File 2R-2-59) for the Mud Hollow Canyon-Wasco Section were used to estimate the cost for improvement.

The existing facility has two 10-foot lanes with an 0-11 penetration pavement throughout the length of the proposed improvement; outside the "metropolitan" area, 1-1/2-foot shoulders prevail; within this "metropolitan" area, a 40-foot street section with curbs exists having only the 20 feet of pavement as described above -- the block just west of the existing Sherman Highway contains a 52-foot street section. Improvement entails widening to 12-foot lanes with 8-foot shoulders having an asphaltic concrete pavement and the extension of the pavement to the already existing curbs within Wasco. Horizontal alignment is good; however, vertical alignment is severe with grades reaching 10 per cent (length 300 feet) inside Wasco. Because of the topography not much can be done to alleviate this condition and the widening as mentioned above was assumed to be adequate. The 1980 factor (1.8) applied to the foregoing traffic (1980 ADT = 720) would not support the above cross section; however, since the gradients cannot be corrected, this wider section may reduce some of the hazard due to severity of these grades. Estimated cost for this improvement is $75,000 for 0.9 mile as follows:

	Outside City Limits		Inside City Limits	
Length, miles	0.41		0.49	
Grade & Pave	$34,000		$35,000	
RR Signalization	- - - -		5,000	
Right of Way	1,000		- - - -	
Est. Const. Cost	$35,000	+	$40,000	= $75,000

This estimate assumes that the existing pavement is utilized throughout.

WHT:fp
May 11, 1962.

7836 Lost Cr. Slide Sec. of the Crater Lake Hwy. N.E. of Medford (Slide correction) 1972

C+A 4217 4-28-72

7836

February 6, 1973

General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

Contract No. 7836 awarded to DeTemm Construction Company for the Last Creek Slide Correction Project on the Crater Lake Highway in Jackson County was completed on November 21, 1972, and accepted by the Highway Commission on January 31, 1973.

Final payment in the amount of $1,533.78 will be released to the contractor after February 11, 1973. The total contract amount is $31,479.82 including $804.26 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

hm

cc DeTemm Construction Company
Box 1160
Brookings, Oregon 97415

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Hosmer
J. H. Versteeg

7836

February 1, 1973

TO Oregon State Highway Commission

FROM P. B. Klaben
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7836 Work Completed November 21, 1972

Project Lost Creek Slide

Highway Crater Lake County Jackson

Type of Work Slide Correction

Contractor Datone Construction

Recommended Acceptance Date January 31, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W.J. Hart

7836

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lost Creek Slide		WEEK ENDING: November 25, 1972
		SECTION PREFIX: 15-1158
HIGHWAY: Crater Lake		COUNTY: Jackson
NAME OF JOB: Lost Creek Slide	KIND OF WORK: Slide Correction	
CONTRACTOR: DaTone Construction	CONTRACT NUMBER: 7836	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 4, 1972	DATE WORK STARTED: October 10, 1972	ESTIMATED COMPLETION DATE: November 17, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED 33
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 73
PROJECT AUTHORIZATION: $48,825.09	ENGINEERING AUTHORIZATION $4,264.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $44,560.89	ENGINEERING COST TO DATE $3,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $44,560.89		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 73 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.14				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,000				
TOTAL QUANTITIES CORRECTED TO DATE	23,000				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	23,000				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	1		
MONDAY	High Cldy	1		
TUESDAY	Rain	1		
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Keasey, Bond, Walker, Johnsen, Pease, Glenn, Litchfield, Berg

RECEIVED
NOV 27 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Loader loading (1) truck hauling to waste area being shaped by D8. Backhoe cleaning ditches & cleanup. (1) man flagging.
TUESDAY	D-8 shaping waste area. (1) man resetting guardrail posts, (2) men removing signs.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project was completed on Tuesday. Final inspection was held on Wednesday.

Semi-final estimate will be submitted by December 1st. This will be the final weekly report.

SIGNED B G Brown LOCATION MEDFORD

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
OCT 10 1972
FOR FILING

7831
Lost Creek

October 10, 1972

Col. Paul D. Triem
U.S. Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

Dear Sir:

Re: Relocations Contract No. DACW57-70-C-0140

The Highway Commission accepted bids on the proposed slide correction work at Lost Creek Lake on September 28, and the low bid was $34,942. We will keep you advised of the progress on this first project.

We have noted the right-of-way controls in item c. of your September 14 letter and will proceed accordingly.

Very truly yours,

Tom Edwards
State Highway Engineer

cc: G. M. Baldwin
F. B. Klaboe
A. E. Johnson/att
E. S. Hunter
C. T. Keasey
J. H. Versteeg/att
Victor D. Wolfe

VDW:mc dps

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-DB-2

14 September 1972

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | [illegible] | File

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97208

Dear Mr. Baldwin:

By the terms of the Relocations Contract No. DACW57-70-C-0140 we have reviewed the plans and specifications, which were hand-carried to our office on 25 August 1972 with your letter of 24 August 1972 covering the slide correction measures at Lost Creek Lake, Oregon. After meeting with your representatives at Lost Creek on 30 August 1972 and subsequent telephone communications, we recommend the following modifications be made to your plan:

a. Due to the lateness of the construction season, we recommend the work be divided into two separate contracts. The first contract should cover only that work which can be completed this fall and would not be adversely affected by early fall rains. Our primary concern is unloading the slide as soon as possible. We were advised by telephone on 6 September 1972 that you are agreeable to limiting this year's work to the unloading and in addition you propose installing 18 horizontal drains in the cut slope. It is recommended the horizontal drains be installed under the direction of the State Soils Engineer.

b. We feel the second phase of the proposed work should be re-evaluated next spring prior to issuing the second contract. Preliminary evidence in the field indicates additional loading on the embankment toe may accelerate the earth movement. We recommend soils studies be undertaken to study this movement and feel that this information combined with observed action of the slide this winter should provide a clearer basis for the second phase work.

c. Disposal adjacent to the roadway between Stations 493+19 and 496+50 must not extend beyond 625 feet from the roadway centerline. Extreme care should be exercised in the disposal operation to minimize the turbidity of this drainage. The area should also be graded to drain and seeded.

RECEIVED
SEP 26 1972
LOCATION
SECTION

RECEIVED
SEP 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NPPEN-DB-2
Mr. George M. Baldwin

14 September 1972

The requested 100 feet of additional right-of-way between Stations 520+25 and 522+85 is approved. While unloading the slide should you require additional land, please notify Mr. W. J. Ashworth, Chief of my Real Estate Division, as soon as possible so the arrangements can be made.

Funds in the amount of $90,000 are available for this work and reimbursement for your costs will be in accordance with the relocations contract. You may consider this letter our approval of your plan for the first phase and transmittal of the final drawings for signature will not be necessary. Please keep us advised of your progress on the first contract.

My staff and I will always be available and mosthappy to discuss these matters with you. Feel free to call on us anytime.

Sincerely yours,

PAUL D. TRIEM
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
SEP 19 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
SEP 2[illegible] 1972
FOR FILING

7836

September 21, 1972

District Engineer
Corps of Engineers
Post Office Box 2946
Portland, Oregon 97208

Dear Sir:

Re: Contract No. DACW 57-70-C-0140
Lost Creek Slide Section
Crater Lake Highway
Jackson County

Reference is made to the proposed slide correction on the temporary section of the Crater Lake Highway. The work is to be done under Article 2, Paragraph b.3. of the relocation contract number DACW 57-70-C-0140.

A plan was submitted to your office and subsequently a review of the proposed plans was conducted between repre-entatives of the Corps of Engineers and the Highway Division at your field office on August 30, 1972. It was agreed that the only work to be done this year is some unloading of the cut slide, installation of some horizontal drains and drilling of test holes in the fill failure area.

It was further agreed that next year the cut slide and fill failure would be re-evaluated and determination made at that time as to additional correctional work that might be needed.

Enclosed for your information are copies of the engineers' estimate of cost, plans and specifications of the proposed work. Bids will be received September 28, 1972.

It is my understanding that you are forwarding written approval of the proposed work as shown on the enclosed plans agreeing to the conditions as stated above.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

Enclosures

DEK/VDW:mc jf

bc: F. B. Klaboe
Victor D. Wolfe
Frank L. Hall
J. H. Versteeg

Lost Creek Slide Section
Crater Lake Highway — Jackson County

No.	Item	Unit	Quantity	Price	Amount
1.	Temporary Protection and Direction of Traffic	Lump Sum	All Spec.	—	5,000.00
2.	Clearing and Grubbing	Lump Sum	All Spec.	—	5,000.00
3.	General Excavation	Cu. Yd.	25,000	2.40	60,000.00
	Subtotal Contract Bid Items				70,000.00
	Additional Items				
	Flagging				1,200.00
	Install Horizontal Drains and Test Holes (State Forces)				5,000.00
	Roadside Seeding and Mulching	(State Forces)			1,500.00
	Subtotal				77,700.00
	14½% Engineering and Contingencies				11,266.50
	Total				88,966.50

RECEIVED
SEP 5 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 1, 1972

To: MEMO TO THE FILES

SUBJECT: Lost Cr. Slide Sec. (M.P. 37)
Crater Lake Highway
Jackson County

At the request of the Corps of Engineers, a meeting was held at the Lost Creek Dam site on August 30, 1972 to discuss our proposed slide correction work. Those in attendance were as follows:

Bob Martin, Corps of Engineers, Project Engineer
Vince Steinkamp, Corps of Engineers, Asst. Project Engineer
Max Buchanan, Corps of Engineers, (Portland Office) Relocation Engr.
Gene McCoy, Corps of Engineers, (Portland Office) Chief Soils Engr.
Corps of Engineers Geologist, (Project Personnel)
Fred Yarbrough — OSHD
Bill Brown — "
Earl Purdy — "
Rod Halter — "
Elliott Parker — "
J. X. Wilson — "

F. NOTED KLABOE

The first item of discussion was the fill failure correction proposed. Bob Martin indicated he feels sure there is a deep compressible layer between the existing fill and underlying rock. He is suggesting that exploratory drilling be done to show existing conditions and to dictate proper correction.

The general feeling of the Corps people at this time with respect to the cut slide is that perhaps we are going overboard with correction without adequate investigation and information. They propose to do our planned unloading, shape-up and necessary pavement patching this fall on a separate contract. Then, if evidence indicates further treatment is necessary after this winter, another contract could be let for that purpose.

Along with this proposal, we received firm statements that, in the event of further sliding, the Corps will furnish the necessary forces to do the correction required and will take care of necessary pavement patching. Minor corrections that might be done with State forces are in line for complete reimbursement.

In addition, (since this slide is now existing) if there is a recurrence after the county takes over, the Corps will acknowledge responsibility.

We then went into the field and examined the proposed disposal area. The Corps people, Elliott Parker and Fred Yarbrough all feel there will be no problem loading this area.

The meeting was adjourned with the understanding that I would take the Corps' proposal back to our people in Salem for consideration.

J. X. WILSON
Region Construction Engineer

JXW/cw

cc F. B. Klaboe
C. T. Keasey
R. N. Bothman
Victor D. Wolfe
B. E. Brown
Elliott Parker
F. W. Yarbrough
George Thornton
Max Buchanan, Corps of Engineers

RECEIVED
STATE HWY ENGR
SEP 5 '72
REFER TO
FOR

FORM B-30 (REV. 10-60)

7836

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1972

SUBJECT: Lost Creek Slide Section
Crater Lake Highway
Jackson County

To: Mr. James H. Versteeg
Region 3 Engineer
Roseburg, Oregon

Attention: Mr. J.X. Wilson

NOTED
E. S. HUNTER

It has been determined by the Corps of Engineers that the required additional right of way needed for the slide correction is in the "project boundary" of their dam project; however, the land transfer has not been completed. The Bureau of Land Management still controls this property and a "construction permit" will have to be obtained from them before the work can be started. The Corps of Engineers has requested that a copy of the permit be sent to their Real Estate Section in Portland.

This project is to be advertised September 1 and bids taken on September 28. Please contact the BLM office in Medford and obtain the required permit so that we can proceed with the project.

This letter is a follow-up on our telephone conversation of August 29.

Victor D. Wolfe
Location Engineer

By

George C. Wills
Field Locating Engineer

GCW:jp
cc: E. S. Hunter
Bill Brown (Medford)

RECEIVED
AUG 30 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GPO 52475-734

RECEIVED
MAY 1 • 1972
FOR FILING

7836

April 28, 1972

Colonel Paul D. Triem
U. S. Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

MISC. CONTRACTS
AGREEMENTS NO. 4217

1780

Dear Colonel Triem:

Reply is made to your letter of April 8 concerning slide activity on the Crater Lake Highway at the Lost Creek Dam Project.

The slide at station 521+50 is one of such magnitude that it is recommended that a contract be let for its correction. The work accomplished by the maintenance crews has been to simply remove the material and maintain the roadway.

At the present time a survey is being made to determine the best method of correction considering the geological factors involved with the slide. Upon completion of this survey, the plan for its correction, together with an estimate of cost will be submitted to you for your consideration for funding under the relocation contract #DACW57-70-C-0140. Due to the requirement of the survey, it is not anticipated at this time that the project will be completed before June 30, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

RNB:mp cg

bc: George M. Baldwin
F. B. Klaboe
R. N. Bothman
J. H. Versteeg (please complete survey and submit together with estimate of cost through Maintenance).

Tom Edwards
State Highway Engineer

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-DB-2

8 April 1972

Mr. Tom Edwards
State Highway Engineer
Department of Transportation
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Edwards:

There is an active slide condition on the temporary section of Oregon State Route No. 62, Crater Lake Highway, relocated by the Corps in connection with the Lost Creek Lake, Oregon, project. The slide is slow moving, and I understand your maintenance crews have been cleaning small quantities of the slide off the traveled portion of the roadway. The slide is located at approximately Station 521+50.

We suggest corrective measures be taken by your Division under Article 2, paragraph b. 3. of our relocation contract with you, No. DACW57-70-C-0140. If you concur, please submit your proposal of this work for our review. Also advise us of estimated funds required through 30 June 1972.

Sincerely yours,

C. B. Brinkley LTC, CE
for PAUL D. TRIEM
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FBK

7837 Thomas Cr. (Schindler) Br. Sec. of 1972
the Albany-Lyons Hwy. S. of Stayton
(Bridge Repair)

7837 — IATE COPY

11-2073

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Linn	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/20/73	P. V. Riedl, Area Engineer		ER-266(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3/30/73	4/4/73	85 %	165 cal days
APPROVED EXTENSIONS	**LOCATION**		
-	Albany-Lyons Highway 8 miles south of Stayton, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
NOV 21 1973
REGIONAL OFFICE

THOMAS CREEK (SCHINDLER) BRIDGE
ALBANY-LYONS HIGHWAY FAS 220
Storm Damage-Bridge Repair

At MP 13.86 the Albany-Lyons Highway was flooded by Commons Creek during the January 11-23, 1972 storm. There was loss of heavy riprap material from the fill slope as well as shoulder material and pavement. Downstream the end span of the Schindler Bridge was washed out. Also there was damage to the remaining spans forcing the closure of the highway to through traffic. Temporary repairs were contracted on an emergency basis which consisted of removing debris, placing embankment material, crushed aggregate AC pavement and replacement of one span of the Schindler Bridge with supports under the remaining spans. The temporary repair costs to restore the road to traffic was as follows:

Preliminary Engineering	$5,582.42
Labor	6,032.69
Equipment Rental	2,708.09
Material	6,307.30
Negotiated Contract (Hamilton Constr. Co.)	68,943.78
Engineer for Negotiated Contract	1,543.81
TOTAL	$91,118.09

RECEIVED
STATE HWY ENGR
NOV 23 '73
REFER TO
Const Eng
FOR
Info | Invest | App | Draft | Sign | Rec't | File
E. COULTER

(more)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE: Original signed by G. K. Hoesner G. K. Hoesner	
TITLE: Area Engineer	DATE: 11/21/73	TITLE: District Engineer	DATE: NOV 21 1973

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

At MP 18 high water eroded the fill slope to the edge of the travel lane. Repair was performed on a permanent basis to place riprap, rock embankment, shoulder rock and shoulder paving for a total cost of $8900.

Permanent restoration of the Schindler Bridge and approaches was performed on a regular advertising contract. This permanent restoration consisted of replacement of span 2, encasement of existing columns at bents 2, 3 and 4, and the construction of a web wall at bent 5.

This project was completed on March 30, 1973 with 24 days of the 165 calendar days remaining. The final amount was $99,263 which is approximately 1/2 of a percent overrun. The Project Engineer's statement of overruns and underruns and a copy of the material certificate is attached to the Division office copy of this report.

7837

November 15, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. ER-266(1)

SUBJECT Request Federal-aid Project Acceptance

Contract 7837: Thomas Creek (Schindler) Bridge

Transportation Commission Acceptance: May 4, 1973
Federal Highway Administration Acceptance: April 4, 1973
All participating work on this project has been completed.

Temporary Repairs: Work Completed October 24, 1972

Attached are the necessary supporting data required by your office.

Your final acceptance of the project is requested.

BMW:pr

#7837

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

November 7, 1973

Mr. John C. Platt
Director
Northwest Environmental Defense Center
c/o Northwest School of Law
10015 S.W. Terwilliger Blvd.
Portland, Oregon 97219

Re: Schindler Bridge (Thomas Creek)

Dear Mr. Platt

As you will recall, you had requested some information concerning the possibility of seeking redress from the property owners upstream from the Schindler Bridge because of the damage to the bridge in 1972 by the high water.

The damage to the bridge was caused by an accumulation of logs, stumps, limbs and other debris that had washed down Thomas Creek because of the extremely high water.

The Highway Division has investigated and determined that a great many logging operations have been carried on in areas adjacent to Thomas Creek and upstream of the bridge. I attach for your information the number of loggers that have operated in the area over the past several years.

At the time of the damage to the bridge, there was no method or way of identifying where any of the debris or logs had come from and, therefore, it would be virtually impossible to assess any particular liability to any particular logger as no one can identify where the material came from.

It would, therefore, be my opinion that the State of Oregon does not have sufficient evidence with which to press a claim for damages to the bridge.

NOTED
H.S.COULTER

RECEIVED
NOV 8 1973
Office of
Assistant State Highway Engineer

If you have any further questions regarding this matter, please do not hesitate to contact me.

Sincerely

Jack L. Sollis
Assistant Attorney General

jm
enc.
cc: w/enc:

Mr. William S. Cox
Honorable James Redden
Honorable Clay Myers
Honorable Tom McCall
Mr. Scott Coulter
Mr. Walter L. Barrie
Mr. Peter S. Herman

THOMAS CREEK

Loggers 1950 thru 1971 by Ownership

Township 10S, Range 1E

E. Phillips

Geo. F. Walker
A. L. Pepperling

John Silbernazel, Silbernazel Bros., S.L. Silbernazel

Lance & Gilman
Geo. Shoyer Log Co.
Silbermazel Bros.
Linn Logging Co.

J. D. Fretwell

Martin & Pepperling

Krantz Bros.

Krantz Bros. Log Co.

Holland Briggs & Nayes

Fred H. Stegeman
Holland Briggs & Nayes
Lance Logging Co.

E. A. Slower

Heath Bros. Log Co.

Lulay Bros.

Lulay Bros.

N. O. Wilkinson

N. O. Wilkinson

R. Gerard

C. F. Deetz

D. L. Sledge

D. L. Sledge

D. Fleming

Western Wood Products
Geo. F. Walker

E. Phillips

A. Pepperling
K. & K. Lumber Co.
Geo. F. Walker

J. & E. Vasek

Kuiper Bros.

Roy Bates

Don Roth
C. R. Gilbert

J. D. Fretwell

Henry A. Herberber
Martin & Pepperling

Con Danchur

A. R. Tohl

THOMAS CREEK

Loggers 1950 through 1964 by Ownerships

Township 10S, Range 2E and Township 10S, Range 3E

Avery, Henry et al

Rellim Redwood Co.
Thomas Cr. Logging Co.

Walter Miller (Mt. Jefferson Lbr. Co.)

Mt. Jefferson Lbr. Co.
Ercil Wilson Co.
Kimsey-Holland Log Co.

Holland, H. H. (Holland, Briggs & Noyes)

Kimsey-Holland Log Co.
Larry Rimsey

B. L. M.

Thomas Creek Logging Co.

Champion International

Thomas Creek Logging Co.
Joe McPherson
Mt. Jefferson Lbr. Co.

Lulay Bros.

Lulay Bros.

Weyerhaeuser Timber Co.

H-W Logging Co.

Simpson Timber Co.

Simpson Tbr. Co.
Fern Ridge Logging Co.
H-W Logging Co.
Loggers, Inc.

Clair-Thomas

Arch Kimsey
Larry Kimsey
Kimsey Bros.

THOMAS CREEK

Loggers Since 1965 by Ownerships
Townships 10S Range 2E and 10S Range 3E

BLM

Darrell Maulding
Rowley & Parker
Lulay Timber Co.
Fred A. Moore, Inc.

Weyerhaueser - Champion International

Le Ro Logging Co.

Weyerhaeuser Timber Company

Freres Veneer Co.
Piper Logging Co.
Lulay Timber Co.
Lakeline Logging Co.

Avery, Henry et al (Avery-Richardson & Greene)

Fred A. Moore, Inc.
Gilbert Logging Co.
Thomas Creek Logging Co.
Piper Logging Co.

Walter Miller (Mt. Jefferson Lbr. Co.)

Mt. Jefferson Tree Farms

Lulay Timber Co.

Lulay Timber Co.

Simpson - U.S. Plywood - Champion International

Simpson Timber Co.
Gilbert Logging Co.
H-W Logging Co.
Lulay Timber Co.
Gus Stoers Logging Co.
Lakeline Logging Co.
Lone Pine Logging Co.
Loggers, Inc.
P. & B. Logging Co.
Haley Construction Co.

Lulay - Willamette Industries

Lulay Timber Co.

7837

May 13, 1973

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On May 9, 1973, we wrote to you concerning release of final payment on Contract No. 7837 awarded to Workman Construction Co. and David A. Nelson for repair of the Thomas Creek (Schindler) Bridge on the Albany-Lyons Highway in Linn County.

Final payment on this contract is $5,966.37 and the total contract amount is $104,229.37 including $666.37 for work performed under force account.

Very truly yours,

C. H. Hazd, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

fkm

cc Workman Constr. Co. and David A. Nelson
P. O. Box 520
Canby, Oregon 97013

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

E S Hunter

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 11, 1973

TO Memorandum to the Files

FROM Robert J. Wright
Bridge Office Engineer

RECEIVED
MAY 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Inspection of Files by Private Persons
Thomas Creek (Schindler) Bridge
Contract 7686 - Temporary Restoration
Contract 7837 - Permanent Restoration

On May 9, 1973, Mr. Larry Williams, Executive Director of the Oregon Environmental Council and Mr. John Platt, Executive Director of the Northwest Environmental Defense Center, asked to look at the subject contract files.

R. W. Ellison checked with A. E. Johnson before the files were shown. It was decided that there was no reason why they should not be allowed to inspect the files. They were given two pictures, which were duplicated in the file, showing drift accumulation against the bridge piers. Prints were made of certain letters which are described below.

October 18, 1972
Letter From Mr. Walter J. Hart to Mr. Jack Sollis -
Gives the results of an on-site investigation relating to property damage due to flooding at the site. Attached is a summary of the hydrological and historical data for this reach of Thomas Creek prepared by Mr. Jack Ayres.

August 25, 1972
Letter From Game Commission to Mr. George Baldwin -
States water quality standards to be maintained during construction.

February 25, 1972
Letter to Mr. A. E. Johnson to Mr. R. E. Simpson -
Requests ER funds for flood damage restoration. Specifies nature of permanent repairs to be made.

February 4, 1972
Letter to Mr. George Baldwin from Mr. R E. Simpson -
Requests nature of permanent repairs to be made.

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

January 26, 1972
Letter to Mr. R. E. Simpson from Mr. George Baldwin -
Initial request for emergency relief funds.

January 24, 1972
Memorandum to the File by P.O. Stearns -
Gives an hourly report on flood damage as it occurred on January 20, 1972.

Messrs. Williams and Platt indicated they might be back later for more information.

RJW/ag

cc A. E. Johnson
E. S. Hunter
J. Sollis

7837

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7837, Work Completed March 30, 1973

Project Thomas Creek (Sevindler) Bridge

Highway Albany-Lyons, County Linn

Type of Work Arilow Repair

Contractor Morrison Constr. Co. & David A. Nelson

Recommended Acceptance Date May 4, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

7837 STATE COPY

OSHD (Johnson)
Region
Wash DC

4-3-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Linn	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-3-73	P. V. Riedl, Area Engineer	ER 266(1)

IN COMPANY WITH
*See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	85 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

THOMAS CREEK (SCHINDLER) BRIDGE
ALBANY-LYONS HIGHWAY FAS 220
Storm Damage-Bridge Repair

This is a final construction inspection on the bridge repair. Those in attendance were:

*Gerry Wimer, Region II Construction Engineer
Jack Martin, Resident Engineer
Bryan Jackmond, Field Construction Engineer
Phil Stearns, Ass't District Engineer

COPY SENT
APR 30 1973
REGIONAL OFFICE

The project was satisfactorily completed on March 30, 1973 with 24 days of contract time remaining.

The materials incorporated into the contract were in substantial conformance with the contract.

A price agreement is being prepared covering the placement of riprap and slope protection under the east end of the structure for an estimated cost of $4,200.00.

RECEIVED
STATE HWY ENGR
MAY 1 '73
REFER TO
FOR
Info Approval Sig DR Sign Act File

5-1-73 cy Constr Engrng

NOTED
H.S.COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

5

OREGON STATE HIGHWAY DIVISION

7837

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE April 3, 1973

FINAL SIGNED BY
L. H. YOUNG

Federal-aid Project
No. ER-266(1)

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7837, Work Completed March 30, 1973

Project Thomas Creek (Schindler) Bridge

Highway Albany - Lyons

County Linn

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date April 4, 1973

Conditions not acceptable:

Final inspection made and project considered completed.

NOTED
A. E. JOHNSON

RECEIVED
APR 12 1973
Office of Assistant State Highway Engineer

4-12-73 cy Cmte. Gallagher

V. V. Cusack
Acting Division Engineer

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
APR 11 73
REFER TO Coulter
FOR
Info | Prepare | R/D | D/R | Sign | Act | File

cc: F. B. Klaboe
L. H. Young
V. L. Gallagher

OK 4-12-73

7837

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Thomas Creek Bridge (Schindler)		WEEK ENDING: March 31, 1973
		SECTION PREFIX: 122-1046
HIGHWAY: Albany- Lyons		COUNTY: Linn
NAME OF JOB: Thomas Creek (Schindler) Bridge	KIND OF WORK: Bridge Repair	
CONTRACTOR: Workman Const. Co. & David A. Nelson	CONTRACT NUMBER: 7837	FEDERAL AID PROJECT NUMBER: ER - 266(1)
DATE OF CONTRACT: October 4, 1972	DATE WORK STARTED: October 19, 1972	ESTIMATED COMPLETION DATE: March 30, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 165	CALENDAR DAYS USED 141
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 85.4
PROJECT AUTHORIZATION: $ 113,658.90		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 104,646.30	ENGINEERING AUTHORIZATION $ 9,012.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 104,646.30	ENGINEERING COST TO DATE $ 8,000000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 88.8%	DATE PROJECT WAS COMPLETED: March 30, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2321B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Clear	1	0	
MONDAY 26	Ptly Cloudy	1	0	
TUESDAY 27	Rain	1	0	
WEDNESDAY 28	Ptly Cloudy	1	0	
THURSDAY 29	Overcast	1	0	
FRIDAY 30	Overcast	1	0	Completion Date
SATURDAY				

RECEIVED
APR 2 1973
CC... SECTION

Kuhn Bond Jack... Hardt Johnson Walker Peace Glenn Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 25	No activity.
MONDAY 26	No activity.
TUESDAY 27	No activity.
WEDNESDAY 28	No activity.
THURSDAY 29	No activity.
FRIDAY 30	All remaining signs removed by Foress Co. and general clean-up completed. Project completion date.
SATURDAY	

REMARKS

Project was completed on Friday, March 30, 1973.

SIGNED _____ LOCATION Albany

J. M. Martin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Form A-105 (Rev. 8-70)

STATE G-IP

OREGON STATE HIGHWAY DIVISION

3-7-73
...upon order... ...eement if additional funds are

G. K. Hosmer

Order for State Force Work

Contract No. 7837

3-27-73

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Thomas Creek (Schindler) Bridge

Date February 27, 1973

Highway Albany-Lyons

F.A.P. No. ER-266(1)

County Linn

Prefix 122-1046 Account No. 262-278-01

Description of Work To Be Done: Furnish all labor, equipment and material to pave span 2 and apply permanent striping throughout project.

Location by Station Numbers: Paving: Sta. 222 + 60 to Sta. 223 + 07
Striping: Sta. 215 + 00 to 225 + 00

Estimate of Quantities and Costs:

Paving: 15 tons at $11.00/ton including equipment, labor and material	$165.00
Permanent striping	200.00
Total	$365.00

Explanation: Only the cost of the permanent striping was included in the original authorization. The paving was to be performed by state forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 113,658.90
Present estimate of project cost, including $ 365.00 for work under this order	$ 113,658.90
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: J. M. Martin, Resident Engineer

Approval Recommended: ..... Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: ..... Construction Engineer

7837 STATE COPY

FORM PR-33A (REV. 3-68)

Region
Wash DC
OSHD (Johnson)

1-9-73

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth ch

Region No.	Report No.	County	Division
10	2	Linn	Oregon

Date of Inspection	Inspection Made By	Project No.
1-9-73	P. V. Riedl, Area Engineer	ER-266(1)

In Company With
Jack Martin, Resident Engineer

COPY SENT

Location
Albany-Lyons Highway approximately 8 miles south of Stayton, Oregon

FEB 07 1973

REGIONAL OFFICE

Contractor Name and Address
Harold Workman Const. Co. & David Nelson, PO Box 520, Canby OR 97013

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
10-4-72	$98,740.00	165 Cal Days	10-25-72	10-19-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	45 %	65

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
RCDG	X021	0.08

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

THOMAS CREEK (SCHINDLER) BRIDGE
ALBANY-LYONS HIGHWAY FAS-220
Storm Damage - Bridge Repair

Orig to Coulter
2-9-73

At MP 18 the Albany-Lyons Highway was flooded by Commons Creek during the January 11-23, 1972 storm. There was loss of heavy riprap material from the fill slope as well as shoulder material and pavement. Downstream the end span of the Schindler Bridge was washed out. Also there was damage to the remaining spans forcing the closure of the highway to through traffic. Temporary repairs were contracted on an emergency basis which consisted of removing debris, placing embankment material, crushed aggregate AC pavement and replacement of one span of the Chindler Bridge with supports under the remaining spans. The temporary repair costs to restore the road to traffice was $82,000.

It was determined that permanent restoration of the Chindler Bridge and approaches was to be performed on a regular advertising contract. This permanent restoration consisted of replacement of span 2, encasement of existing columns at bents 2, 3 and 4, and the construction of a web wall at bent 5.

1. Work Completed

The contractor has completed the footing and tier repair work and some work on on the deck.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

A. E. [illegible]

2. Work in Progress

There was no work underway during this inspection due to the cold weather conditions.

3. Comments

Work on the project is progressing satisfactorily and the contractor has been able to work on the project most of the fall and winter months however presently weather conditions are too cold to pour any concrete. Therefore, the contractor has temporarily shut off all work on the project. The work plan for the next week consists of pouring the left sidewalk of span 2 and a closure pour, also, to grout the slabs on the left side of span 2.

An extra work order has been approved for the flagging and also an extra work order for removing and replacing the damaged concrete called for in the contract for a cost of approximately $500. A price agreement is being prepared covering the change of location of the signal poles on the west end of the project and also the type of signal equipment.

Materials incorporated into the project are in substantial conformance with the specifications.

RECEIVED
STATE HWY ENGR
FEB 7 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FI 7837

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-10-6	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
PROJECT REPORT NO. 4	10-31-72	COUNTY Linn
		PROJECT NO. ER-266(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 226 Schindler Bridge Section; 3.88 mi. E. of Scio(MP 13.8 to MP 18.6)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-11-72	4.8
RIGHTS-OF-WAY		
CONSTRUCTION	Perm. Contract 9-13-72 Perm. S.F.O. work 8-30-72 ~~Temp.~~ ~~1-11-72~~	4.8 Intermittent
OTHER (Specify)		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 216,863	$ 216,863

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Schuster
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By E J Walsh
~~Acting~~ for O. L. Green
(Division Engineer)

Date executed by Division Engineer OCT 31 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ER-266(1)

THOMAS CREEK (SCHINDLER) BRIDGE SECTION

ALBANY-LYONS HIGHWAY IN LINN COUNTY

Salem, Oregon, October 19, 1972

Project agreement estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 6,000.00
Type Code X021			
Temporary Repair (Schindler Bridge) (MP 13.86)			
Negotiated Contract (Hamilton Const. Co.)	All Required		$ 68,928.00
Rental of Outside Equipment	All Required		1,685.00
State Forces, Labor	All Required		4,552.00
State Forces, Equipment	All Required		819.00
State Forces, Material	All Required		5,811.00
	Total		$ 81,795.00
Type Code 6201			
Permanent Repair (MP 18.6)			
State Forces, Labor	All Required		$ 800.00
State Forces, Equipment	All Required		500.00
State Forces, Material	All Required		7,600.00
	Total		$ 8,900.00
Type Code X021			
Permanent Repair (Schindler Bridge #2321B) (MP 13.86)			
Temporary Protection and Direction of Traffic	All Required		$ 8,500.00
Alterations to Existing Structure	All Required		2,000.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structure Excavation	200 cu. yds.	12.00	2,400.00
Structure Excavation Below Elevation Shown	20 cu. yds.	6.00	120.00
Class "A" Concrete (583 cu. yds.)	All Required		46,640.00
Concrete Handrail	96 lin. ft.	110.00	10,560.00
4'x45'/50' Prestressed Slabs	B only	1,350.00	10,800.00
Reinforcement (12,600 lbs.)	All Required		2,520.00
Loose Riprap, Class 700	400 cu. yds.	13.00	5,200.00
			$ 98,740.00

Flagging (60% of Contractor's Cost)	All Required	$ 500.00
Permanent Pavement Striping	All Required	200.00
Stage Construction Striping	All Required	100.00
Temporary Erosion Control	All Required	100.00
Remove and Replace Damaged Concrete at Column Hinges at Bent 5	All Required	500.00
		$ 1,400.00
	Subtotal	$100,140.00
	Engr. & Cont.	20,028.00
	Total	$120,168.00

Length of Project - - - 0.08 mile

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 6,000	$ 6,000
Temporary Repair	81,795	81,795
Permanent Repair (S.F.)	8,900	8,900
Permanent Repair (Contract)	120,168	120,168
Total	$216,863	$216,863

Group 1-100%

Contract No. 7837

Prefix: 122-1046

Prefix P.E.: 138-1434

Prefix Perm. S.F.: 122-4763-145C

Prefix Temp. S.F.: 122-4463-152-11

Prefix Temp. S.F.: 122-4463-900A

Prefix Temp. S.F.: 122-4463-145C

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OCT 2 1972

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7837

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 29, 1972

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Thomas Creek (Schlindler) Bridge
Albany-Lyons Hwy.
Linn Co.
Bridge No. 2321
Construction Time Limitation by Game Commission

Approval of the subject project by the Division of State Lands included a restriction against dike construction during the period, September 30 to July 1.

This restriction would prevent making permanent repairs to the structure during the remainder of this year and the first part of next year as is now planned.

Inquiries to the Division of State Lands indicated the restriction was imposed by the Game Commission. I called Mr. Koski, Fishery Staff Specialist for the Game Commission, regarding this restriction and its implications.

Subsequently Mr. Koski checked with his staff who in turn have notified the Division of State Lands that they are amending their comments to eliminate the above restriction and in lieu of same add words to the effect that the water quality must be maintained through use of protective berms or other means.

Revised comments should be received from the Division of State Lands in the very near future.

RWE/ag

cc A. E. Johnson
C. G. Swenson
J. B. Boyd
J. Martin
A. A. Rear
L. L. Wallace
R. Royer
Mr. Koski-Game Commission

RECEIVED
OCT 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
ER-266(1)

STATE PROJECT NO.
THOMAS CREEK (SCHINDLER) BRIDGE SECTION

COUNTY NAME
LINN

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
ER-24

TO:
7837
G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
SEPTEMBER 13, 1972	SEPTEMBER 13, 1972	SECONDARY ROUTE #220
		STATE ROUTE NUMBER: SECONDARY ROUTE #211

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $500; TEMPORARY EROSION CONTROL $100; REMOVE AND REPLACE DAMAGED CONCRETE AT COLUMN HINGES AT BENT 5 $500; STAGE CONSTRUCTION STRIPING $100 AND PERMANENT PAVEMENT STRIPING IN AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify)

CONTRACTOR'S FLAGGING $500
TEMPORARY EROSION CONTROL $100
REMOVE AND REPLACE DAMAGED CONCRETE AT COLUMN HINGES AT BENT 5 $500
STAGE CONSTRUCTION STRIPING $100
PERMANENT PAVEMENT STRIPING $200

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S SEPTEMBER 11, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THE WORK AS QUICKLY AS POSSIBLE AND THEREFORE APPROVE A TWO WEEK ADVERTISEMENT PERIOD.

9-21-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-20-72	G L Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

7837

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon State Highway Commission

DATE September 12, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
October 26 Bid Letting

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shaniko-Fossil Hwy, Wasco and Wheeler Counties
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
Grade, Pave, Signals and Railroad Gates

Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
Signals Project

Same as No. 1.

7. NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
Structure Project

5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
Structure Project

Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
Grade and Pave Project

Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section, Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy, Clackamas County
E.R. Project to repair January 1972 storm damage to slopes and riprap

Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy, Clatsop County
Slide Correction Project

Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy, Tillamook County
Slide Correction Project

Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
Slide Correction Project

Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-Lebanon Hwy, Linn County
Slope Protection Project

Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons Hwy, Linn County
Bridge Repairs Project

Same as No. 1.

19. Lost Creek Bridge Section, Willamette Hwy., Lane County
Bridge Repair Project

Same as No. 1.

20. 25th Street SE-37th Avenue SE (Salem) Bikeway Section, North Santiam and FAS 670, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

21. Independence Junction-West Salem Bikeway Sec., Willamina-Salem Hwy., Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

22. Delta Hwy-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at Newmark Street (North Bend) Section, Oregon Coast Hwy, Coos County
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section, La Grande-Baker Hwy, Baker County
Traffic Signal Project

Same as No. 1.

25. San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

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SEP 1

FP 53 (REV. 10-69)

7837

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 8, 1972

To: L. H. Young
Program Engineer

B U I L D I N G

SUBJECT: Right of Way Status
ER Project
Bid Opening September 28, 1972

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired:

Thomas Creek (Schindler) Br. Sec., Albany - Lyons Hwy.

No additional right of way was necessary for this project. The present right of way was acquired by the State, or responsible agency prior to August 23, 1968.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

NOTED
F. B. KLABOE

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STATE HWY ENGR
SEP 8 '72
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FOR
Info | Ives | R/D | D/R | Sign | Act | File

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U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7837

FEDERAL AID PROJECT NO.: ER-266(1)

STATE PROJECT NO.: THOMAS CREEK (SCHINDLER) BRIDGE SECTION

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON — 9-5-72

PROGRAM NO.:

ITEM NO.: ER-24

COUNTY NAME: LINN

PROGRAM STAGE (Check): [ ] [X]

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STATE HWY ENGR
SEP 7 '72
REFER TO
FOR
Info | ives | R/D | D/R | ...n | ...t | ...ils

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
AUGUST 30, 1972	AUGUST 30, 1972	SECONDARY ROUTE #220 / SECONDARY ROUTE #211

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. YOUNG'S JULY 18, 1972 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCT THE SUBJECT PROJECT BY FORCE ACCOUNT PROCEDURES USING STATE FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY CONSTRUCTION ESTIMATED TO BE $8,900.00

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER *(Specify)*

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [X] CONSTRUCTION - PROCEED ~~XXXXXXXXXX~~ ~~PXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

PS&E DOCUMENTS FOR THE SUBJECT PROJECT AS REPRESENTED BY STATE FORCE ORDER NUMBER 1 HAVE BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND ARE HEREBY APPROVED.

A SIGNED COPY OF STATE FORCE ORDER NUMBER 1 IS RETURNED HEREWITH.

9-7-72

Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-5-72	C. R. Young for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) (EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7837

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 31, 1972

In reply refer to: 10-35-FA/
710.17

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon 1972 Emergency Relief Program

Our Washington office has approved effective August 22, 1972, six of the program items submitted by your office for inclusion in the subject Emergency Relief Program. These are as follows:

Item	Project	Location	Work	Amount
24	ER-266(1)	Thomas Creek (Schindler) Bridge Section	PE & Reconstruction	$201,695
28	ER-270(1)	County Roads in Lincoln County	PE & Reconstruction	27,466
31	ER-273(1)	Big Creek Bridge Section	PE & Reconstruction	45,808
32	ER-274(1)	FAS Route 117 in Clackamas County	PE & Reconstruction	34,090
33	ER-275(1)	FAS Route 131 in Clackamas County	PE & Reconstruction	18,193
37	ER-252(2)	Clear Lake-Forest Boundary Section	PE & Reconstruction	36,253
				$363,505

This approval is conditional, however, for items 28 and 37. The Washington office advises us that "the removal of potential slide material" is not eligible for emergency relief funding and must be removed from these two projects. You will note the total funds for item 28 has been reduced by $2,250 which is the amount shown on the back of the PR-1 as that needed for the removal of the potential slide material.

NOTED
E. S. HUNTER

9-6-72

(more)

Hunter-Young

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SEP 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

An allotment of $363,505 in code 098 funds has been made to the Regional Administrator.

Approval of the work orders and authorizations to proceed will be granted on an individual project basis by separate concurrent action.

STATE OF OREGON
1859

DEPARTMENT OF
FISH AND GAME
COMMISSION

OFFICE OF THE DIRECTOR

7837

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN I. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

RECEIVED
AUG 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 25, 1972

cc's sent 8/28/72 to:
E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
J. H. Versteeg (2)
J. B. Boyd (2)
L. W. Rulien (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of July 20 in which you requested our comments regarding the following projects:

1. Lost Creek Br., Willamette Hwy., Lane Co.
2. Molalla River-Meadowbrook Br., Woodburn-Estacada Hwy., Clackamas Co.
3. Thomas Cr. (Schindler) Br., Albany-Lyons Hwy., Linn Co.

The streams involved in each of these projects contain anadromous and resident fish. Water quality must be maintained through protective berms or other means. Precautions should be taken against any type of pollution from construction activities.

The valuable spring and fall strain chinook salmon are present in these areas and must be afforded the best protection available.

We appreciate the opportunity to present our views.

NOTED
E. S. HUNTER

Very truly yours,

R. O. Koski
Fishery Staff Specialist

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson

RECEIVED
AUG
DEPT OF
SECTION

Requires Reply ☐
Requires Approval ☐
Received and Filed ☐
Date Due
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Bring Up
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ROK:js
cc: Dir. OFC

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FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 31 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Other

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

7837

July 28, 1972

cc's sent July 31, 1972:

E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
J. H. Versteeg (2)
J. B. Boyd (2)
L. W. Rulien (2)

Mr. George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall, Design Engineer

Dear Mr. Baldwin:

The following projects transmitted to us by your letter dated July 20, 1972 have been examined:

1. Lost Creek Bridge
   Willamette Highway
   Lane County

2. Molalla River-Meadowbrook Bridge
   Woodburn-Estacada Highway
   Clackamas County

3. Thomas Cr. (Schindler) Bridge
   Albany-Lyons Highway
   Linn County

NOTED
E. S. HUNTER

We anticipate no fishery conflicts on these projects provided water quality standards are maintained and no work is done in the Molalla River after October 1.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc OGC

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AUG 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7837

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 18, 1972

TO G. L. Green, Acting Division Engineer
~~XXEXXXXXXXXXXXXXXXXXXXXXXXXX~~ Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Emergency Relief Program Data**

We are resubmitting program data for Item No. 24, Project No. ER-266(1), "Thomas Cr. (Schindler) Br.", which we desire to include in the Federal-aid Emergency Relief program occasioned by the January 1972 storms.

Temporary repairs have been made and permanent restoration is being programed in Stage 2 because the State is now preparing final plans to contract the bridge repair as soon as the program is approved and the required authorization to proceed with the work is received. We are also prepared to do the roadway repair with State forces at M.P. 18.6 as soon as authorization is received.

Repairs to Schindler bridge are to be made as outlined in Mr. Johnsons letter of February 25, 1972, a copy is attached. The present plan is to encase the existing bents 2, 3 and 4 along with the pilings that were installed during the temporary repair in a solid column of concrete. The columns will then be 6 feet by 44 feet. Span 2 will be replaced with a prestressed slab span similar to the replacement span for span 1. The handrail is to be a cast in place type.

Authorization to use State forces to perform the permanent roadway restoration is requested because the work involved doesn't lend itself to competitive bidding; further, it is our opinion that it is more suitable for a State force operation, can be completed more rapidly and at a lesser cost; for these reasons, we feel it is in the public

interest to perform the work with State forces.

We are also submitting 6 copies of a Force Account Order with typical sections covering the permanent roadway restoration at M. P. 18.6 which we request you approve subsequent to the program approval.

The title sheet plan will be submitted with the project agreement after the work is authorized.

DAR:kds

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-01)

FEDERAL - AID P

(PPM 2

July 18, 1972

CARD 2	REPORT NUMBER (18)(20) 1	PROJECT LOCATION (65 typewriter spaces) 21 SR 226 Schindler Br. Sect., Scio E. 3.88 mi. 68		ADT	PRESENT 1,000	FUTURE (66) 1,700	YEAR (70)(71) 92				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P. E. Emb. and Br. Repair 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(67)	SUPV. AREA (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73) 72-1	PL. AUTH (74)			
CARD	CLASS OF FEDERAL FUNDS Emergency Relief						COUNTY NAME Linn				
	NAME OF URBAN AREA 17-31						ROUTE NO. S	FEDERAL - AID 220			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (7
5					**PE** Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.8 to MP 18.6) "Thomas Creek (Schindler) Bridge Section"		6,000	6,000
5					**ROW**					
5					**CONST** (CODE) Stage 2 Temp. & Perm.			*4.8	195,695	195,695
							PROJECT TOTALS	*4.8	201,695	201,695

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24)

*Intermittent sections, total length of construction 0.08 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 19[illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC RO[illegible]

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

72

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	1,000	1,700 (66) (70)	92 (71) (72)	10	Oregon	35 (8) (9)	098 (4) (5)	24 (14) (18)

T. Projects Only

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69) (70)	(71) (72)	72-1 (73)	(74) (75)	ER- 14 23	266 (1) 7	18	(24) (26)	27

COUNTY NAME: Linn — CODE: 043 (14) (16)

PROGRAM STAGE: X 1 OR X 2

ROUTE NO. S — FEDERAL - AID: 220 (32) — STATE: 211 (36) (37) — U.S. (41)

ESTIMATED PROJECT COST BY PHASES

	TOTAL ESTIMATED COST (58) (59)	FEDERAL FUNDS (66) (67) (76)	STATE FUNDS	OTHER FUNDS
	6,000	6,000		
8	195,695	195,695		
8	201,695	201,695		

(16) (23) (24) (33)

CHARACTER OF PROPOSED WORK *(Full description)*

P.E. all phases. Temp. & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave, temp. repair to bridge bents, removal and reconstruction of spans 1 & 2.

Work by negotiated contract, State forces and advertised contract

termittent sections, total length of
onstruction 0.08 mi.

REMARKS Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

US [illegible] P&I

Remarks Continued:

Existing Facility:

Roadway -2 -10 foot travel lanes with 2' shoulders
Bridge -232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment wash-out at M. P. 13.8 and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. High water eroded the bank to the edge of the travel lane at M. P. 18.6. Following is a tabulation of the locations involved and the major damage that occurred.

M. P.	Restoration Temp.	Restoration Perm.	Type of Damage	Approx. Length
13.8	X	X	Bridge and fill washout	240'
18.6	none	X	Emb. washout	200'

Temporary repairs consisted of removal of debris, embankment material, crushed aggregate, A.C. pavement, replacement of one span of the Schindler bridge and supports under the remaining spans. The temporary repair cost to restore traffic is as follows:

Negotiated contract (Hamilton Const. Co.)		$68,928
Outside equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at M. P. 18 is to be done by force account method. Since the State is ready to perform the work at both locations as soon as authorized by FHWA it is being programed in Stage 2.

Permanent restoration at M. P. 18.6:
Place 800 cu. yds. of riprap, 1,200 cu. yds. rock embankment, 200 cu. yds. shoulder rock and 100 tons of shoulder paving.

Labor
Equipment
Materials
TOTAL

Permanent

Encase the
installed du
Replace spa
was installe
rail. Estim

Public Hear

Clearinghou
agreement

Labor	$ 800
Equipment	500
Materials	7,600
TOTAL	$8,900

Permanent restoration of Schindler Bridge at M. P. 13.8:

Encase the existing bents 2, 3 and 4 along with the pilings that were installed during the temporary repair in a solid column of concrete. Replace span 2 with a prestressed slab span similar to span 1 which was installed during the temporary repair. Install cast in place hand-rail. Estimated contract cost $105,000.

Public Hearing: Not required under paragraph 3c of PPM 20-8.

Clearinghouse Review: Not required under State clearinghouse working agreement dated February 19, 1971.

, 1972, and melting
an embankment wash-
Bridge and damage to
rough traffic. High
P. 18.6. Following
nage that occurred.

	Approx. Length
out	240'
	200'

nkment material,
pan of the Schindler
porary repair cost

28
85
52
19
11
95

aches is to be done by
at M. P. 18 is to be
to perform the work
eing programed in Stage

ankment, 200 cu. yds.

RECEIVED
JUL 1 2 1972
FOR FILING
7837

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 28, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon ER 266(1) - Schindler Bridge

In your June 19 program submittal for the subject project, you have requested funds for a new structure. We agree that it would be desirable to bring this section up to current standards. However, your initial commitment letters of January 26 and February 25 described a method of restoration rather than replacement. In that no new information has been presented in your program submission, we can recommend approval of a grant-in-lieu in ER funds equal only to the previously described restoration costs (i.e., $105,000) plus, of course, the funds for the temporary and permanent repairs by State forces.

We are, therefore, returning your June 19 program documents for adjustment in accordance with the above conditions.

Enclosure

7-12-72
cy-Ed Hunter
Hall Hoard
L.N. Young

NOTED
E. S. HUNTER

6-30-72
Hunter

NOTED
A. E. JOHNSON

RECEIVED
JUN 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-12-72
L.N. Young will Submit data to Fed to Enable us to Contract remaining E.R Work (Est $105,000) as soon as we can

NOTED
JOM EDWARDS
7-5-72
Johnson
Young
Hoard
Make another good effort for E.R. Participation

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-966

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-81)

6-19-72

FEDERAL-AID (PP

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)(70)
CARD 2	1	SR 226 Schindler Br. Sect., Scio E. 3.88 mi.	**ADT**	1,000	1,700

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 32	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUFV AGCY (69)	OA CLASSIF. (70)	OA AREA (71)	EMERG. YR. (72)(73)	PL. (74)
CARD 3	P. E. Emb. and Br. Repair						72-1	

	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	Emergency Relief		Linn
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67)
5					**PE** Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)		4,250	4,250
5					**ROW**		Thomas Creek (Schindler) Bridge Section			
5					**CONST** (CODE) Stage 2 Temp & Perm Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
							PROJECT TOTALS	*4.75	324,945	94,945

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24)

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-19-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	1,000	1,700	92	10	Oregon	35	098	24

PV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
			72-1		ER-	266	(1)		

COUNTY NAME: Linn — CODE: 043

ROUTE NO. S — FEDERAL-AID: 220 — STATE: 211 — U.S.:

PROGRAM STAGE: [X] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
*4.75	90,695 230,000	90,695 (230,000)			
*4.75	324,945	94,945			

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

*Intermittent sections, total length of construction 0.09 mi.

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

M.P.	Restoration Temp.	Restoration Perm.	Type of Damage	Approx. Length
13.86	X	X	Bridge washout	240'
18.0	-	X	Emb. washout	200'

Temporary repairs consisted of removal of debris, embankment material, crushed aggregate, A.C. pavement, replacement of one span of the Schindler bridge and supports under the remaining spans. The temporary repair cost to restore traffic is as follows:

Negotiated contract (Hamilton Const. Co)		$68,928
Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

Stage 1: Perm
be $230,000 f

Public Hearin

Clearinghouse
agreement da

TOTAL $8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

1, 1972, and melting
an embankment wash-
amage to the remaining
Following is a tabula-
ccurred.

	Approx. Length
	240'
	200'

nkment material, crushed
e Schindler bridge and
ir cost to restore traffic

28
85
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es is to be done by re-
MP 18 is to be done by
m the work as soon as
l because the work can
ce account work, the P.E.

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MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-AID (PP

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 68		PRESENT	FUTURE (66)(70)	YE
CARD 2	1	SR 226 Schindler Br. Sect., Scio E. 3.88 mi.	ADT	1,000	1,700	

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (70)	DA CLASSIF. (72)	DA AREA (73)	EMERG. YR. (72)(75)	PL. A (74)
CARD 3	P. E. Emb. and Br. Repair						72-1	

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Emergency Relief	Linn
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-22

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67)
1	(14-18)	(16)	41	42		53				
5					**PE** Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)		4,250	4,250
5					**ROW**		Thomas Creek (Schindler) Bridge Section			
5					**CONST** (CODE) Stage 2 Temp & Perm Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
							PROJECT TOTALS	*4.75	324,945	94,945

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24)

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-19-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
88 mi.	ADT	1,000	1,700	92	10	Oregon	35	098	24

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
			72-1		ER-	266	(1)		

COUNTY NAME: Linn — CODE: 043

ROUTE NO. S — FEDERAL-AID: 220 — STATE: 211 — U.S.:

PROGRAM STAGE: [X] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
. of		4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
indler)						
	*4.75	90,695 230,000	90,695 (230,000)			
JECT TALS	*4.75	324,945	94,945			

*Intermittent sections, total length of construction 0.09 mi.

REMARKS: Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 48908-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

M. P.	Restoration Temp.	Restoration Perm.	Type of Damage	Approx. Length
13.86	X	X	Bridge washout	240'
18.0	-	X	Emb. washout	200'

Temporary repairs consisted of removal of debris, embankment material, crushed aggregate, A.C. pavement, replacement of one span of the Schindler bridge and supports under the remaining spans. The temporary repair cost to restore traffic is as follows:

Negotiated contract (Hamilton Const. Co)		$68,928
Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

TOTA

Stage 1: Permanent
be $230,000 for the

Public Hearing: Not

Clearinghouse revie
agreement dated Fe

anuary 11, 1972, and melting
caused an embankment wash-
e and damage to the remaining
raffic. Following is a tabula-
e that occurred.

e	Approx. Length
t	240'
	200'

s, embankment material, crushed
pan of the Schindler bridge and
rary repair cost to restore traffic

	$68,928
	1,685
	4,552
	819
	5,811
	$81,795

nd approaches is to be done by re-
oration at MP 18 is to be done by
dy to perform the work as soon as
requested because the work can
. The force account work, the P.E.
in Stage 2.

$	800
	500
	7,600

TOTAL	$8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-AID (PP

CARD 2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21)–(65): SR 226 Schindler Br. Sect., Scio E. 3.88 mi.	ADT	PRESENT: 1,000	FUTURE (66)–(70): 1,700
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28)–(62): P. E. Emb. and Br. Repair	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASIF. (70) / DA AREA (71)	EMERG. YR. (72)–(73): 72-1	PL. A (74)
CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief					COUNTY NAME: Linn
	NAME OF URBAN AREA (17-31)					ROUTE NO. S	FEDERAL- 22

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
5					PE Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)		4,250	4,250
5					ROW		Thomas Creek (Schindler) Bridge Section			
5					CONST (CODE) Stage 2 Temp & Perm Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
							PROJECT TOTALS	*4.75	324,945	94,945

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES (16) (23) (24)

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-19-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
i.	ADT	1,000	1,700	92	10	Oregon	35	098	24

JUR. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
			72-1		ER-	266	(1)		

COUNTY NAME: Linn — CODE: 043

PROGRAM STAGE: X 1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	220	211	

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
*4.75	90,695 230,000	90,695 (230,000)			
*4.75	324,945	94,945			

*Intermittent sections, total length of construction 0.09 mi.

REMARKS: Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 48908-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

M.P.	Restoration Temp.	Restoration Perm.	Type of Damage	Approx. Length
13.86	X	X	Bridge washout	240'
18.0	-	X	Emb. washout	200'

Temporary repairs consisted of removal of debris, embankment material, crushed aggregate, A.C. pavement, replacement of one span of the Schindler bridge and supports under the remaining spans. The temporary repair cost to restore traffic is as follows:

Negotiated contract (Hamilton Const. Co)		$68,928
Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

TO

Stage 1: Permane
be $230,000 for t

Public Hearing: N

Clearinghouse re
agreement dated

TOTAL $8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

ary 11, 1972, and melting
sed an embankment wash-
nd damage to the remaining
ic. Following is a tabula-
at occurred.

	Approx. Length
	240'
	200'

nbankment material, crushed
of the Schindler bridge and
repair cost to restore traffic

	68,928
)	1,685
	4,552
	819
	5,811
	1,795

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on at MP 18 is to be done by
perform the work as soon as
ested because the work can
force account work, the P.E.
ge 2.

	$ 800
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	7,600

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-AID (PP

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-19-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ni.	ADT	1,000	1,700	92	10	Oregon	35	098	24

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			72-1		ER-	266	(1)		

COUNTY NAME: Linn — CODE: 043

ROUTE NO. S — FEDERAL-AID: 220 — STATE: 211 — U.S.:

PROGRAM STAGE: X 1 OR X 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	ESTIMATED PROJECT COST BY PHASES				
	4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
*4.75	90,695 230,000	90,695 (230,000)			
*4.75	324,945	94,945			

*Intermittent sections, total length of construction 0.09 mi.

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 48908-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

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	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

Stage 1: Perm
be $230,000 f

Public Hearin

Clearinghous
agreement da

TOTAL	$8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

anuary 11, 1972, and melting caused an embankment wash- e and damage to the remaining raffic. Following is a tabula- e that occurred.

e	Approx. Length
	240'
	200'

, embankment material, crushed pan of the Schindler bridge and ary repair cost to restore traffic

	$68,928
	1,685
	4,552
	819
	5,811
	$81,795

d approaches is to be done by re- ration at MP 18 is to be done by to perform the work as soon as requested because the work can The force account work, the P.E. n Stage 2.

	$ 800
	500
	7,600

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-AID (PR

CARD 2 — REPORT NUMBER (18)–(20): 1

PROJECT LOCATION (45 typewriter spaces) (21–65): SR 226 Schindler Br. Sect., Scio E. 3.88 mi.

ADT — PRESENT: 1,000 — FUTURE (66): 1,700 (70) Y

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): P. E. Emb. and Br. Repair

NATL. FOREST (63–65)

FH ROUTE NO. (66–68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72): 72-1

PL. A (73) (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Emergency Relief

COUNTY NAME: Linn

NAME OF URBAN AREA (17–31)

ROUTE NO. S

FEDERAL- 22

CARD 5	LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59–66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
5					PE Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)		4,250	4,250
5					ROW		Thomas Creek (Schindler) Bridge Section			
5					CONST (CODE) Stage 2 Temp & Perm Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
							PROJECT TOTALS	*4.75	324,945	94,945

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	1,000	1,700	92	10	Oregon	35	098	24
	(68)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
(70)	(71) (72)	72-1 (73)	(74) (75)	ER- 14 28 7	266	(1) 18	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Linn	043 (17) (18)	X 1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.	
S	220 (32)	211 (36) (37)		(41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(39) (66)	(67) (76)			
4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
90,695 230,000	90,695 (230,000)			
324,945	94,945			
(10) (23) (24) (33)				

rmittent sections, total length of
struction 0.09 mi.

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 46908-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

M. P.	Restoration Temp.	Restoration Perm.	Type of Damage	Approx. Length
13.86	X	X	Bridge washout	240'
18.0	-	X	Emb. washout	200'

Temporary repairs consisted of removal of debris, embankment material, crushed aggregate, A.C. pavement, replacement of one span of the Schindler bridge and supports under the remaining spans. The temporary repair cost to restore traffic is as follows:

Negotiated contract (Hamilton Const. Co)		$68,928
Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

Stage 1: Perma
be $230,000 for

Public Hearing:

Clearinghouse r
agreement date

nuary 11, 1972, and melting
caused an embankment wash-
and damage to the remaining
affic. Following is a tabula-
e that occurred.

e	Approx. Length
	240'
	200'

, embankment material, crushed
an of the Schindler bridge and
ary repair cost to restore traffic

	$68,928
	1,685
	4,552
	819
	5,811
	$81,795

d approaches is to be done by re-
ration at MP 18 is to be done by
y to perform the work as soon as
equested because the work can
The force account work, the P.E.
n Stage 2.

$	800
	500
	7,600

TOTAL	$8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-A

CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): SR 226 Schindler Br. Sect., Scio E. 3.88 mi.	ADT	PRESENT (66): 1,000	FUTURE (70): 1,700
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): P. E. Emb. and Br. Repair	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70) / DA AREA (71)	EMERG. YR. (72)(73): 72-1
CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief				COUNTY NAME: Li
	NAME OF URBAN AREA (17-31)				ROUTE NO. S / FEDERA

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description) (54–58)	MILES (59–66)	ESTIMATED PROJ: TOTAL ESTIMATED COST (67–70)	FEDERAL FUN (71–74)
1							SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)			
5					PE Stage 2				4,250	4,250
5					ROW		Thomas Creek (Schindler) Bridge Section			
5					CONST (CODE) Stage 2 Temp & Perm Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
							PROJECT TOTALS	*4.75	324,945	94,945

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-19-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	1,000	1,700	92	10	Oregon	35	098	24

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
			72-1		ER-	266	(1)		

COUNTY NAME: Linn — CODE: 043

PROGRAM STAGE: [X] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	220	211	

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
*4.75	90,695 230,000	90,695 (230,000)			
*4.75	324,945	94,945			

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

*Intermittent sections, total length of construction 0.09 mi.

(OVER)

USCOMM DUSCOMM-DC 48908-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

M. P.	Restoration Temp.	Perm.	Type of Damage	Approx. Length
13.86	X	X	Bridge washout	240'
18.0	-	X	Emb. washout	200'

Temporary repairs consisted of removal of debris, embankment material, crushed aggregate, A.C. pavement, replacement of one span of the Schindler bridge and supports under the remaining spans. The temporary repair cost to restore traffic is as follows:

Negotiated contract (Hamilton Const. Co)		$68,928
Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

Stage 1: Per
be $230,000

Public Hearin

Clearinghouse
agreement da

TOTAL	$8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

11, 1972, and melting
an embankment wash-
damage to the remaining
Following is a tabula-
occurred.

Approx. Length
240'
200'

bankment material, crushed
the Schindler bridge and
epair cost to restore traffic

928
685
4,552
819
811
795

roaches is to be done by re-
n at MP 18 is to be done by
erform the work as soon as
sted because the work can
force account work, the P.E.
ge 2.

$ 800
500
7,600

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL - AI (P

CARD 2	REPORT NUMBER (18)–(20): 1	PROJECT LOCATION (45 typewriter spaces) 21–65: SR 226 Schindler Br. Sect., Scio E. 3.88 mi.	ADT	PRESENT: 1,000	FUTURE (66)–(70): 1,700
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: P. E. Emb. and Br. Repair	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70) / DA AREA (71)	EMERG. YR. (72)–(73): 72-1	PL. (74)
CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief					COUNTY NAME: Lin
	NAME OF URBAN AREA 17-31					ROUTE NO. S	FEDERA

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE: TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)		4,250	4,250
5					ROW		Thomas Creek (Schindler) Bridge Section			
5					CONST (CODE) Stage 2 Temp & Perm Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
							PROJECT TOTALS	*4.75	324,945	94,945

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

6-19-72

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
88 mi. (65)	ADT	1,000 (66)	1,700 (70)	92 (71) (72)	10	Oregon	35 (2) (3)	098 (4) (9)	24 (14) (18)

SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	ENERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) (14)	NUMBER (15) (23)	SEQ. NO. (17) (18)	I. Projects Only POST MI. (24) (26)	DESIG. (27)
			72-1		ER-	266	(1)		

COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
Linn	043	X 1 OR X 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
S	220	211	

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of		4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
ner)						
	*4.75	90,695 230,000	90,695 (230,000)			
T	*4.75	324,945	94,945			
	(16) (23)	(24) (33)				

*Intermittent sections, total length of construction 0.09 mi.

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment wash-out and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

M. P.	Restoration Temp.	Perm.	Type of Damage	Approx. Length
13.86	X	X	Bridge washout	240'
18.0	-	X	Emb. washout	200'

Temporary repairs consisted of removal of debris, embankment material, crushed aggregate, A.C. pavement, replacement of one span of the Schindler bridge and supports under the remaining spans. The temporary repair cost to restore traffic is as follows:

Negotiated contract (Hamilton Const. Co)		$68,928
Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

Stage 1: Perma
be $230,000 fo

Public Hearing:

Clearinghouse
agreement date

TOTAL $8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

ary 11, 1972, and melting
used an embankment wash-
nd damage to the remaining
fic. Following is a tabula-
hat occurred.

	Approx. Length
	240'
	200'

mbankment material, crushed
of the Schindler bridge and
repair cost to restore traffic

68,928	
1,685	
4,332	
819	
5,811	
1,795	

pproaches is to be done by re-
on at MP 18 is to be done by
perform the work as soon as
ested because the work can
e force account work, the P.E.
age 2.

$ 800	
500	
7,600	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-A

CARD 2	REPORT NUMBER (18)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–68): SR 226 Schindler Br. Sect., Scio E. 3.88 mi.	ADT	PRESENT: 1,000	FUTURE (66)–(70): 1,700
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): P. E. Emb. and Br. Repair	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70) / DA AREA (71)	EMERG. YR. (72)–(73): 72-1 / PL (74)
CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief	NAME OF URBAN AREA (17–31)	COUNTY NAME: Li	ROUTE NO. S	FEDERA

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJ: TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-18)	(16	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)		4,250	4,250
5					ROW		Thomas Creek (Schindler) Bridge Section			
5					CONST (CODE) Stage 2 Temp & Perm Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	*4.75	324,945	94,945
1	14	PROGRAM APPROVAL DATES							(16)	(23)(24)

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-19-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ni.	ADT	1,000	1,700	92	10	Oregon	35	098	24

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
			72-1		ER-	266	(1)		

COUNTY NAME: Linn — CODE: 043

ROUTE NO. S — FEDERAL-AID: 220 — STATE: 211 — U.S.:

PROGRAM STAGE: X 1 OR X 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
*4.75	90,695 230,000	90,695 (230,000)			
*4.75	324,945	94,945			

ESTIMATED PROJECT COST BY PHASES

*Intermittent sections, total length of construction 0.09 mi.

REMARKS: Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 48908-P61

Remarks continued:

Existing Facility:

Roadway -2-10 foot travel lanes with 2' shoulders
Bridge -232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment wash-out and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

M. P.	Restoration Temp.	Perm.	Type of Damage	Approx. Length
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Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

Stage 1: Perm
be $230,000 fo

Public Hearing

Clearinghouse
agreement dat

TOTAL	$8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

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hat occurred.

Approx. Length
240'
200'

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repair cost to restore traffic

$68,928
1,685
4,552
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5,811
$81,795

pproaches is to be done by re-
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tage 2.

$ 800
500
7,600

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-A

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 226 Schindler Br. Sect., Scio E. 3.88 mi. 65						ADT	PRESENT 1,000	FUTURE (66) 1,700 (70			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P. E. Emb. and Br. Repair 62		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	CA CLASSIF. (70)	CA AREA (71)		EMERG. YR. (72) 72-1 (73)				
CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief								COUNTY NAME L				
	NAME OF URBAN AREA 17-31								ROUTE NO. S	FEDER			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJ TOTAL ESTIMATED COST	ESTIMATED PROJ FEDERAL FU
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)		4,250	4,250
5					ROW		Thomas Creek (Schindler) Bridge Section			
5					CONST (CODE) Stage 2 Temp & Perm Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
							PROJECT TOTALS	*4.75	324,945	94,945

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-19-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
mi. (65)	ADT	1,000	1,700 (66) (70)	92 (71) (72)	10	Oregon	35 (2) (3)	098 (4) (9)	24 (14) (16)

SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (73)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) (14)	NUMBER (28)	SEQ. NO. (7) (13)	T. Projects Only: POST MI. (24) (26)	DESIG. (27)
			72-1		ER-	266	(1)		

COUNTY NAME: Linn — CODE: 043 (14) (16)

PROGRAM STAGE: [X] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
S	220	211	

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
*4.75	90,695 230,000	90,695 (230,000)			
*4.75	324,945	94,945			

(116) (23) (24) (33)

REMARKS

*Intermittent sections, total length of construction 0.09 mi.

Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 48908-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

M. P.	Restoration Temp.	Restoration Perm.	Type of Damage	Approx. Length
13.86	X	X	Bridge washout	240'
18.0	-	X	Emb. washout	200'

Temporary repairs consisted of removal of debris, embankment material, crushed aggregate, A.C. pavement, replacement of one span of the Schindler bridge and supports under the remaining spans. The temporary repair cost to restore traffic is as follows:

Negotiated contract (Hamilton Const. Co)		$68,928
Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

Stage 1:
be $230,0

Public Hea

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agreemen

TOTAL $8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

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caused an embankment wash-
e and damage to the remaining
traffic. Following is a tabula-
e that occurred.

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r	200'

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rary repair cost to restore traffic

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	4,552
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	5,811
	$81,795

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y to perform the work as soon as
requested because the work can
The force account work, the P.E.
n Stage 2.

$	800
	500
	7,600

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-AID (PP

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (65 typewriter spaces) 21 68: SR 226 Schindler Br. Sect., Scio E. 3.88 mi. — ADT — PRESENT: 1,000 — FUTURE (66)(70): 1,700 — Y

CARD 3 — CHARACTER OF PROPOSED WORK (55 typewriter spaces) 28 62: P. E. Emb. and Br. Repair — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AREA (69) — DA CLASSIF. (70) — DA AREA (71)(72): 72-1 — EMERG. YR. (72)(73) — PL. A (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Emergency Relief — COUNTY NAME: Lin — NAME OF URBAN AREA 17-31 — ROUTE NO. S — FEDERAL: 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJEC: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUND (67)
1	(14-18)	(16)	41	42						
5					**PE** Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)		4,250	4,250
5					**ROW**		Thomas Creek (Schindler) Bridge Section			
5					**CONST** (CODE) Stage 2 Temp & Perm; Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
							PROJECT TOTALS	*4.75	324,945	94,945

(16) (23)(24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067, Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-19-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
3 mi.	ADT	1,000	1,700	92	10	Oregon	35	098	24
(68)			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(69)	(70) (71)	(72) 72-1 (73)	(74) (75)	14 ER- 23	7 266	(1) 13	(24) (26)	27

COUNTY NAME: Linn — CODE: 043 (14) (16)

PROGRAM STAGE: X 1 OR X 2

ROUTE NO. S — FEDERAL-AID: 220 (32) — STATE: 211 (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
f	4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure.
dler)					(Work by negotiated contract, State forces and advertised contract)
	*4.75	90,695 230,000	90,695 (230,000)		
CT LS	*4.75	324,945	94,945		
	(10) (23) (24) (33)				

ESTIMATED PROJECT COST BY PHASES

*Intermittent sections, total length of construction 0.09 mi.

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 48908-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

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Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

Stage 1: Per
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Public Hearin

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agreement da

TOTAL $8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

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	Approx. Length
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	5,811
	81,795

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Stage 2.

$	800
	500
	7,600

Advance Copy

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

DATE SUBMITTED TO W. O.: 6-19-72

| | | |

Advance Copy

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-19-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
mi. (65)	ADT	1,000	1,700 (66)	92 (70)(71)(72)	10	Oregon	35 (2)(3)	098 (4)(9)	24 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	72-1 (72)(73)	(74)(75)	ER- 14 28	266 7	(1) 15	(24)(26)	27

COUNTY NAME: Linn — CODE: 043 (17)(18)

PROGRAM STAGE: [X] 1 OR [X] 2

ROUTE NO. S: FEDERAL-AID 220 (32) — STATE 211 (36)(37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
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*4.75	324,945	94,945			
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ESTIMATED PROJECT COST BY PHASES

REMARKS

*Intermittent sections, total length of construction 0.09 mi.

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(OVER)

USCOMM DUSCOMM-DC 48908-P61

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Permanent restoration at MP 18.

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Materials	7,600

Stage 1: Perma
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Public Hearing:

Clearinghouse
agreement date

TOTAL $8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

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	500
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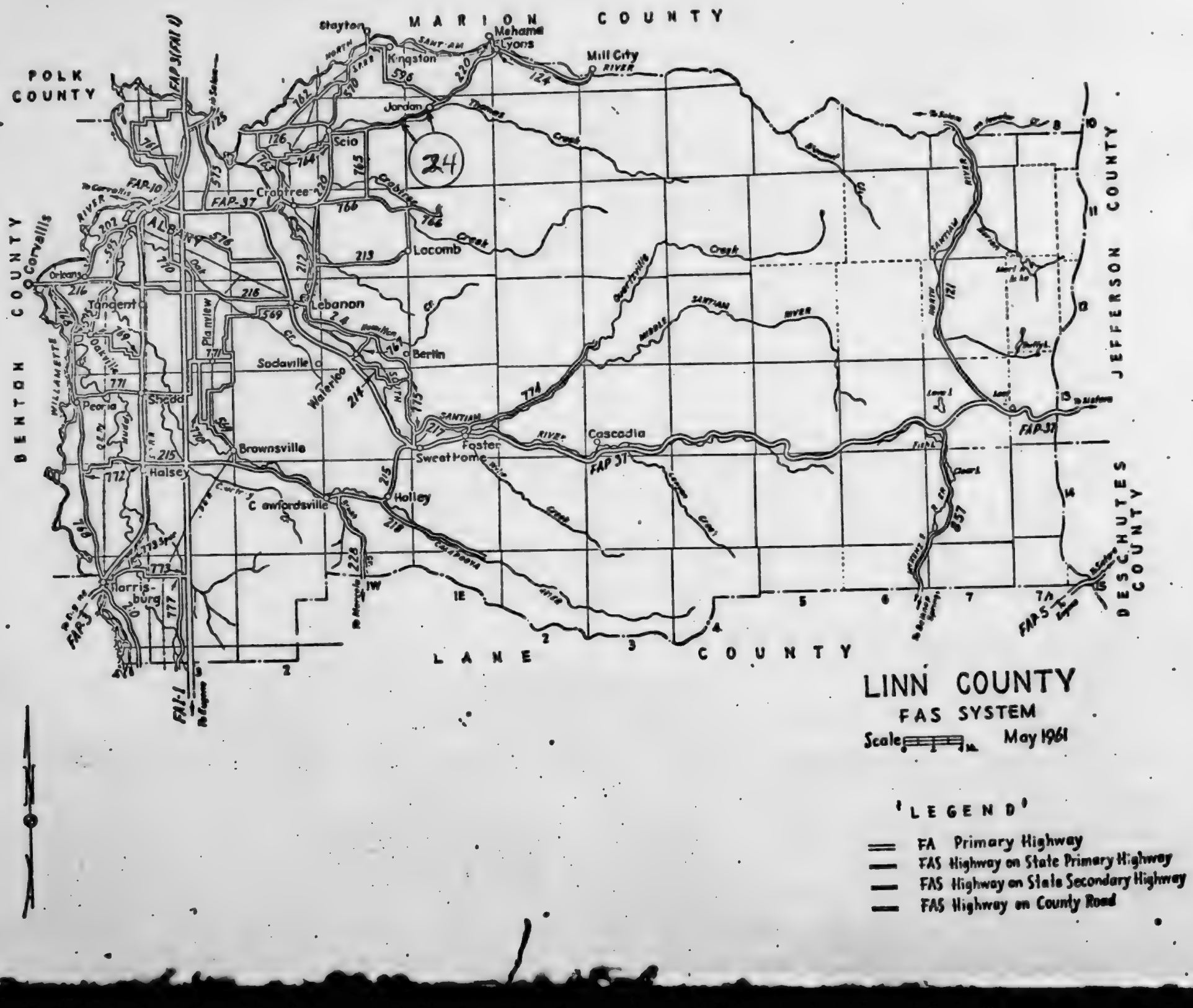

MARION COUNTY
POLK COUNTY
BENTON COUNTY
LANE COUNTY
JEFFERSON COUNTY
DESCHUTES COUNTY
Stayton
Mehama
Lyons
Mill City
Kingston
Jordan
Scio
Crabtree
Albany
Corvallis
Tangent
Lebanon
Berlin
Sodaville
Shedd
Peoria
Halsey
Brownsville
Harrisburg
Waterloo
Foster
Sweet Home
Cascadia
Holley
Crawfordsville
Locomb
Oakville
Planview
FAP-10
FAP-37
FAP-3
FAI-1
FAP 31
FAS-57
24
LINN COUNTY
FAS SYSTEM
Scale
May 1961
'LEGEND'
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

(43)

Form A-103—536

OREGON STATE HIGHWAY DEPARTMENT

Project No. ER-26(1)

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. .....

Project Name Mile Post 18 Date March, 19 72

Highway Albany-Lyons Highway Contract No. — F. A. ~~Project~~ Hwy No. FAS 220

County Linn Prefix 122-4763 Account No. 145 C

Description of Work To Be Done:

Place 800 cubic yards of riprap rock river bank protection. 1,200 cubic yards rock embankment, 200 cubic yards shoulder rock, and 100 ton A. C. shoulder paving for permanent restoration to washed out area.

Location by Station Numbers:

M. P. 18.0

Estimate of Quantities and Costs:

Labor	$ 800
Equipment	500
Material	7,600
TOTAL	$8,900

Explanation:

High water eroded bank to edge of the travel lane. No temporary repairs required. Riprap, rock embankment, shoulder rock, and shoulder paving required for permanent restoration. Work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$ 8,900 for work under this order $ 8,900

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Howard E. Johnson
Resident Engineer

Approval Recommended: Earl M. Walker
Construction Engineer or Bridge Engineer

Approval Recommended: Geo. S. Peterson
Division Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

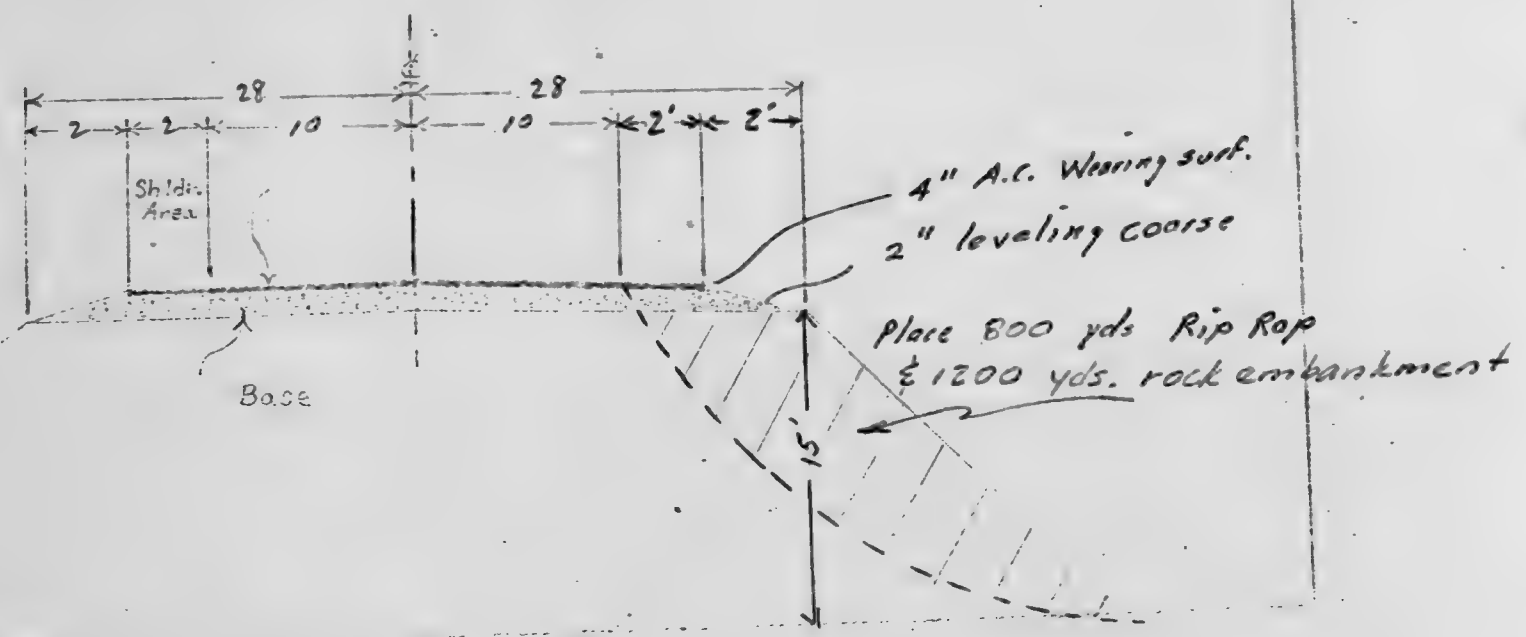
State Printing

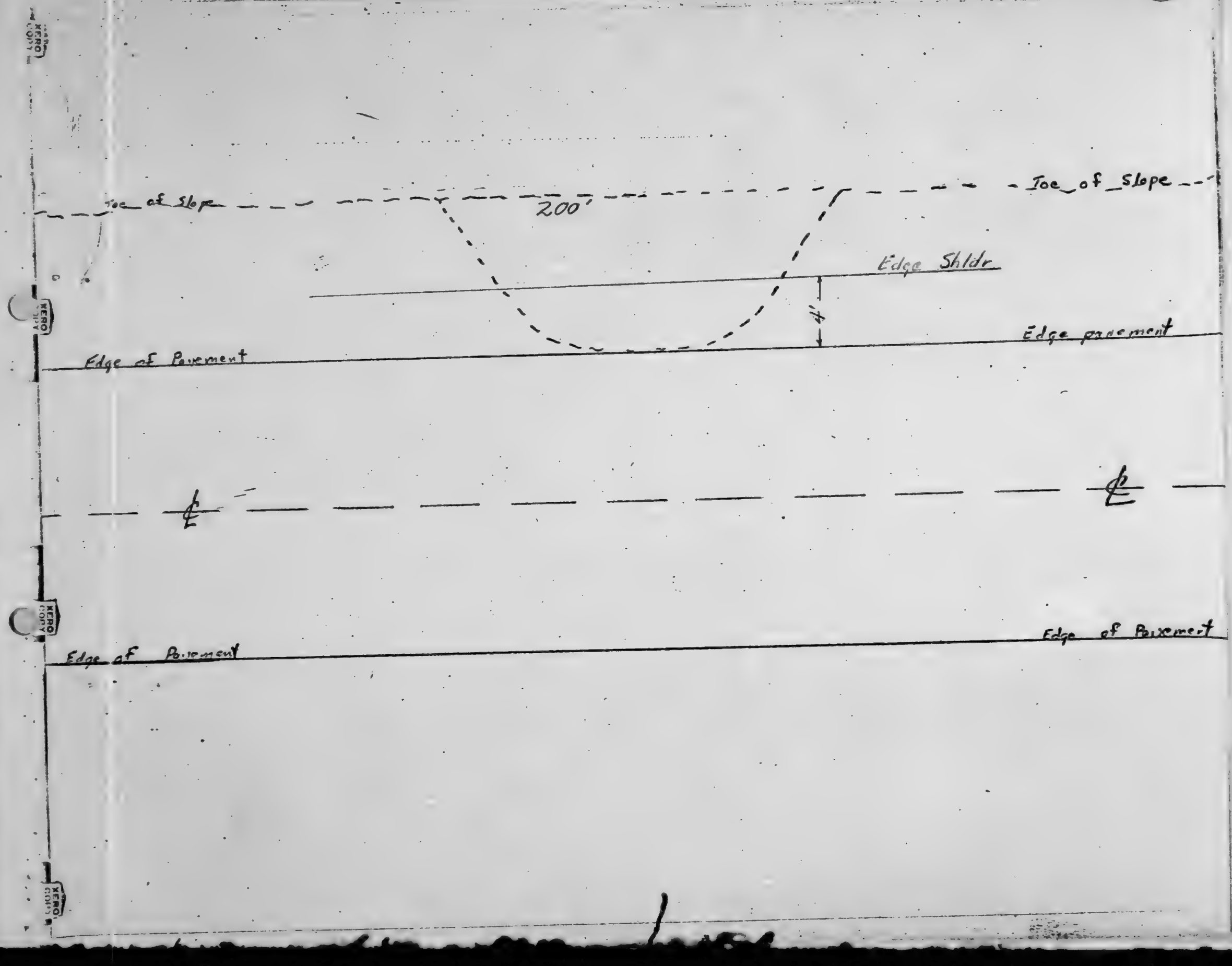
Summary of Costs

Labor	5 men X 32 hours X $5	$ 800
Equipment	5 pieces X 4 shifts X $25/shift	500
Material*	Riprap - 800 yards @ $4	3,200
	Rock embankment-1,200 yards @ $2	2,400
	Crushed aggregate-200 yards @ $5	1,000
	A. C. - 100 Tons @ $10	1,000
	Total Materials	$7,600

*Rock materials to be delivered commercially to jobsite. State forces will place.

Albany Lyons M.R. 18

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7838 Multnomah Co. Line-Gaarde St. Sec. 1972
of Pac. Hwy. West in Tigard
(Widening and paving)

C&A 4456 4-10-72

C&A #559

7838

February 8, 1974

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, CT 06108

Gentlemen:

A post-final payment for $7,200 will be made to Cascade Construction Company, Inc., on Contract No. 7838 for work on the Multnomah Co. Line-Gaarde St. Section of the Pacific Highway West in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $294,550.74 including the post-final payment. Of the total, $9,466.26 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ja

cc: Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
L. W. Rulien

7838

Salem, Oregon

February 1, 1974

Vernon E. Skoog
Highway Controller

L. H. Young
Office Engineer

Securities Posted Adjustment
Highway Division Contracts 7838, 7846
General Services Contract 231-73

The contractor, Cascade Construction Co., has a $100,000 Time Certificate of Deposit (#4-144448) with the State Treasurer. The credit for retainage is as follows:

Section (Contract)	Amount
Multnomah Co. Line-Gaarde St. (7838)	$ 34,000
Ave Ave.-E. Burnside St., Gresham (7846)	65,000
General Services Contract (231-73)	1,000
	$100,000

Contract 7838 was accepted by the Oregon Transportation Commission January 15, 1974. With the exception of establishment period work (ends Fall 1974), all work under Contract 7846 has been completed.

This office approved a retainage adjustment on the higiway contracts as follows:

Contract 7838 Release all retainage -- $34,000
Contract 7846 Retain -- $1,098.32 (200% of remain. work costs)

The Office Engineer is not involved in General Services contracts.

The contractor should be informed of the retainage adjustment.

VG:bb

7838

February 1, 1974

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

Re: Time Extension Request
Multnomah County Line-
Gaarde Street Section
Contract 7838

We have reviewed your request for a 72-day extension of contract time for work on Contract No. 7838, Multnomah County Line-Gaarde Street Section, Multnomah County.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 72 days is granted. This is due to early utility conflict and late change orders, and will eliminate $7,200 in liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Region 1

lb cm

NOTED
H. S. COULTER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1974

SUBJECT: Multnomah County Line -
Gaarde Street Section
Contract No. 7838
Request for Time Extension

To: H. S. Coulter, Assistant
State Highway Engineer

From: J. A. Bond
Construction Administration Engineer

Cascade Construction Company requests a 72-day extension of this contract time because of early utility conflict and late change orders. The project was completed October 15, 1973, with 72 days liquidated damages accrued at $100 per day.

Bids were opened 9/28/72 with four bidders. The contract time count started October 24, 1972, with 225 straight calendar days allowed. There was considerable local interest in this project and the time was deliberately set to require winter and early spring work in order to get the facility into use.

The Weekly Reports make no mention of the utility work as it was apparently all completed at the time the Weekly Reports started, the first week of February, 1973. The contractor's work first started January 26, 1973. The original contract work was then all completed by late May, well within the 225 days allowed, or with about 10 days remaining of the original contract time. Time was not charged from mid June through early August during the labor disputes of last year. Four added orders are significant as follows:

EWO 3 dated 3/7/73 - Relocate signal pole at Johnson Street and install new mast arm, $2,000,

EWO 4 dated 6/1/73 - Remove felloe guard on Fanno Creek structure, remove and reinstall guard rail, $5,000,

P.A. 4 dated 5/1/73 - Construct pedestrian concrete stairway at Fanno Creek structure, $1,075, and

P.A. 5 dated 5/8/73 - Add pavement markers, $6,084.

RECEIVED
JAN 29 1974
Office of
Assistant State Highway Engineer

These added orders clearly justify the extension for the entire 72 days counted after the original contract time had elapsed. This will delete all the liquidated damages in the amount of $7,200. This was a State Project. Rough draft letters to the Transportation Commission and Contractor are attached.

JAB:lb

Attachment

cc: V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7838 Contractor Cascade Construction Co.

Highway West Pacific Highway

Section Multnomah County Line - Gaarde St.

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

~~See attached letter~~

Recommend complete time extension of 72 days because of late added orders - Extra Work Orders 3 and 4 and Price Agreements 4 and 5.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No.	7838
Project designation	State (State-Federal)
Date awarded	10/4/72
Work started	1/26/73
Per cent completed	100% 10/15/73 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	225
No. of ~~Workdays~~ Calendar Days Used	297
No. of Added Workdays Requested	72

State Printing 27919

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 22, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 297 days, within which to complete our Contract No. 7838, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

10/24/72 - 1/26/73 Utility conflicts

5/22/73 - 10/15/73 Change Order work

The contract paving was completed on 5/22/73, however, material acquisition delays to complete E. W. O. No. 3, P. A. No. 3 and P. A. #4 and P. A. No. 5 extend the project time to 10/15/73.

Respectfully submitted,

Cascade Construction Company, Inc.
Contractor

By C. E. Idlewine
C. E. Idlewine, President

CONSENT OF SURETY

Date 10/23, 1973

We, The Travelers Indemnity Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Alice Jane Schlaht
Attorney-in-fact
Alice Jane Schlaht

(SEAL)

Donald B. Reger
Resident Agent
Donald B. Reger
Carlinger, Arnold [illegible]eger

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

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Complete Construction Contract

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Highway West Pacific Highway

Section Multnomah County Line - Gaarde St.

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED.** The reasons for such recommendation are as follows:

[redacted]

Recommend complete time extension of 72 days because of late added orders -

Extra Work Orders 3 and 4 and Price Agreements 4 and 5.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

for ~~State Highway Engineer~~

Contract No.	7838
Project designation	State (State-Federal)
Date awarded	10/4/72
Work started	1/26/73
Per cent completed	100% 10/15/73 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	225
No. of ~~Workdays~~ Calendar Days Used	297
No. of Added Workdays Requested	72

State Printing 27019

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 22, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 297 days, within which to complete our Contract No. 7838, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

10/24/72 - 1/26/73 Utility conflicts
5/22/73 - 10/15/73 Change Order work

The contract paving was completed on 5/22/73, however, material acquisition delays to complete E.W.O. No. 3, P.A. #3, P.A. #4 and P.A. #5 extend the project time to 10/15/73.

Respectfully submitted,

Cascade Construction Company, Inc.
Contractor

By C. E. Idlewine, President

CONSENT OF SURETY

Date 10/23, 1973

We, The Travelers Indemnity Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Alice Jane Schlaht
Attorney-in-fact
Alice Jane Schlaht

(SEAL)

Donald E. Reger
Resident Agent
Oerlinger, Arnold Reger

7838

January 28, 1974

The Travelers Indemnity Co.
Fidelity & Surety Dept.
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On January 17, 1974, we wrote to you concerning release of final payment on Contract No. 7838 awarded to Cascade Construction Company, Inc. for work on the Multnomah Co. Line-Canyon St. Section of the Pacific Highway West in Washington County.

The total contract amount is $287,350.74, and this includes $9,466.26 for work performed under force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

RW
cc Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7838

January 15, 1974

TO Oregon Transportation Commission

FROM F. B. Kiebee, Administrator &
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7838, Work Completed October 15, 1973

Project Multnomah Co. Line - Gaards St.

Highway Pacific Highway West, County Washington

Type of Work Paving

Contractor Cascade Construction Company

Recommended Acceptance Date January 15, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7838.

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MULTNOMAH CO. LINE - GAARDE ST.		WEEK ENDING: 12/22/73
		SECTION PREFIX: 34-1131
HIGHWAY: Pacific Highway West		COUNTY: Washington
NAME OF JOB: Multnomah Co. Line-Gaarde St.	KIND OF WORK: Paving	
CONTRACTOR: Cascade Construction Co.	CONTRACT NUMBER: 7838	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 4, 197?	DATE WORK STARTED: 1/26/73	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 225	CALENDAR DAYS USED: 297
PROJECT AUTHORIZATION: $ 406,316.38	SPECIFIED COMPLETION DATE: June 5, 1973	PERCENT OF TIME ELAPSED: 132
EXCLUSIVE OF ENGINEERING: $ 374,097.46	ENGINEERING AUTHORIZATION: $ 32,218.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 291,517.06	ENGINEERING COST TO DATE: 43,308.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 82
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 17 %	PERCENT OF AUTHORIZATION 134 %	DATE PROJECT WAS COMPLETED: 10/15/73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~Gen. Exc.~~ 100	~~Emb. in Place~~	~~MAINTENANCE MATERIALS~~	"B" Mix 100	"C" Mix 100
			Gen. Exc. GRADING	Emb. in Place SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			2.72	2.72		2.72	2.72
MILES PARTIALLY COMPLETED							
MILES COMPLETED			2.72	2.72		2.72	2.72
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,500	2,500		4,500	6,500
TOTAL QUANTITIES CORRECTED TO DATE			9,200	3,066		4,096	8,190
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,200	3,066		4,096	8,190
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	Rain			
MONDAY	17	Cloudy			
TUESDAY	18	Fair			
WEDNESDAY	19	Rain			
THURSDAY	20	"			
FRIDAY	21	Partly cloudy			
SATURDAY	22	" "			

RECEIVED
DEC 27 1973
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	No activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete; semi-final has been submitted; third notification has be submitted; this will be the last weekly report on this project.

cc: Construction (2)
Region Office
File

SIGNED James W. Cochell LOCATION Sylvan

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F218

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

7838

DATE May 1, 1973

TO MEMO TO THE FILE

FROM L. W. RULIEN
Regional Engineer

SUBJECT Meeting with Mrs. Lucy Mayernik
Highway 99W - Tigard

RECEIVED
STATE HWY ENGR
MAY 8 '73
REFER TO
FOR
Info | Prep | R/D | DIR | Sign | Act | File

RECEIVED
COUNTY & CITY SECTION
MAY - 3 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

NOTED
A. E. JOHNSON

After telephonic discussion on Monday, April 30, I met with Mrs. Mayernik at 69th and Barbur Blvd. in Tigard. Mrs. Mayernik has an interest in the property in the NW quadrant of this intersection. The property is up on a high bank relative to Barbur Blvd. and apparently will be the site of a Herfy's Restaurant. We are in the process of forming for curbs and sidewalks in connection with our Barbur Blvd. improvement project. Mrs. Mayernik was desirous of having curb cuts so as to accommodate driveways. She was advised that we would be happy to put in the curb cuts since she had a developmental plan indicating the proper location.

She was also concerned about the left-turn prohibition in place on Barbur at 69th. I advised her that we would remove this restriction just as soon as the widening was accomplished and the highway restriped. This was completely satisfactory to her and Mr. Cochell wrote her a letter indicating this so that she could use it in her property dealings.

Mrs. Mayernik also referred to some kind of a commitment for three additional traffic signals on Barbur in Tigard. I indicated to her that my recollection was that the City of Tigard had a consultant study made of their traffic needs and that as a part of this study there was some type of priority listing of future signal locations. I advised her that we had reviewed these locations to see if they would fit in with the other signals and that the intersections were Pfaffle, Walnut, and McDonald. I told her that my recollection was that last fall we were working on a TOPICS project which included an additional signal at Johnson Street, plus an upgrading of the other signals, and that we were also attempting to get the contract for paving and widening of Barbur underway, and that these three additional signals were something to be done when both the City and the Highway Division had the funding to enable a programing of the work.

LWR/cr
cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. E. George
Max Klotz
James Cochell

NOTE → Max Klotz - Dist Engnr - 2B

Co. Cty

See Contract #7682

NOT. part of TOPICS Project. Tigard has only $7,000 of TOPICS funds remaining

NOTED
E. S. HUNTER

cc Darrin / City County

RECEIVED
MAY 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

7838

DATE April 27, 1973

TO File

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Multnomah Co. Line-Gaarde St. Sec.
Pacific Highway West
Contract No. 7838

Mrs. Lucy Mayernik called today and asked two questions:

(1) Is the "No Left Turn" sign at 69th Street to be taken down when the left-turn refuge work through Tigard is completed?

I advised her that L. E. George, our Traffic Engineer, would investigate the matter and contact her directly concerning his findings.

(2) Where are the three signals to be placed in Tigard?

I advised Mrs. Mayernik that we were revising signals, not installing new ones and that the locations of these signal revisions were Johnson Street, Newberg Road, and the old Beaverton-Tigard Highway. Greenburg

She then asked whether or not we were going to install signals at Pfaffle Street, and I advised her that we had no plans to signalize that street.

She also requested someone to advise her on certain matters concerning a leveling of her lot adjacent to the highway and constructing a road approach to the lot. Mr. George will get L. W. Rulien or one of his assistants to go with him when he meets with Mrs. Mayernik.

FBK:ms
cc A. E. Johnson
L. W. Rulien
E. S. Hunter
L. E. George

RECEIVED
STATE HWY ENGR
MAY 2 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DEC 5 - 1972
FORM FHA 1320

7838

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: November 29, 1972

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

FROM: D. H. Haller, Jr.
Regional Maintenance Engineer

SUBJECT: Gaarde Road
Pacific Highway West
City of Tigard

Attached is a signed copy of the deed for the Houghton property adjacent to Gaarde Road in Tigard. Also attached is the original agreement between the City of Tigard and Grace Tigard Houghton and between the State of Oregon and the City of Tigard. We have retained a copy for our files.

Grading work on this cooperative project stands near 100% as of this date and hopefully we will be able to pave during the first week of December. I will advise your office as to completion date of this work.

DHH/bd
att

NOTED
R. L. SCHROEDER

12-5-72 Mooney TAA

RECEIVED
DEC 1 1972
Office of
Assistant State Highway Engineer

November , 1972

City of Tigard

I herewith deliver to you the within Deed naming the State of Oregon by and through its State Highway Commission as Grantee with respect to approximately 0.18 acres of my ownership at the Southwest quadrant of the intersection of S. W. Gaarde to S.W.Bull Mt. Rd. frontage road with S.W. Gaarde, which you are authorized to deliver to the State of Oregon by and through its Highway Commission when you have for my account the sum of $12,500. and you have been advised that a reputable title company is prepared to certify title in the Grantee at such time as the deed may be recorded -- no title or transfer costs to be borne by the undersigned.

Very truly yours,

Grace Tigard Houghton

Grace Tigard Houghton

Custody of the above described deed is hereby accepted this 16 day of November, 1972, subject to the above terms and conditions.

RECEIVED
JAN 18 1973
FOR FILING

OREGON STATE HIGHWAY DIVISION

bc C. W. Head
George M. Baldwin
Tom Edwards
A. E. Johnson
R. L. Schroeder
L. H. Young
H. S. Cox
V. E. Skoog
L. W. Rulien
Gary Ross
Gary Sund

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 20, 1972

7838

To Oregon State Highway Commission

From ORIGINAL SIGNED BY
F. B. KTaboe
Deputy State Highway Engineer

Subject Gaarde Road Agreement
City of Tigard

We have been working with the City of Tigard and a private developer for improvement of the Gaarde Road intersection with Pacific Highway West (99W) at the south end of Tigard. We have now developed a cooperative agreement between the three parties which will lead to the improvement of this intersection. The details of this agreement are as follows:

1. The City will purchase the necessary right-of-way in the total amount of $12,500 in behalf of the State Highway Commission. The developer will pay $3,800; the City of Tigard, $4,350; and the State Highway Division, $4,350 toward the total purchase price.

2. The developer will grade and rock a new connection from 99W and a relocated frontage road.

3. The State Highway Division will pave the areas completed by the developer.

It is believed that this is a fair settlement to all parties and that it will alleviate the hazardous situation that now exists.

Your approval of this agreement and authorization for the Secretary to sign on your behalf is recommended.

Telephonic approval was received from Chairman Jackson on November 20, 1972. This matter will be on the agenda for confirmation at the December 12 meeting.

FBK:ia

NOTED
C. W. HEAD

12-1-72
11-21-72 R/W final agreement
Bob Schroeder fully signed.
took 2 agreements they will
to go to Tigard return
for signature. to us -

FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
OCT 31 '72
REFER TO
FOR
Info | Survey | R/D | O/R | Engr | ? | File

7838

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 31, 1972

Metzger Water District
6501 S. W. Taylors Ferry Road
Portland, Oregon 97223

ATTENTION: Mr. Thomas A. Keeler
Superintendent

Re: Water Facilities Adjustment
Multnomah County Line-Gaard Street Section
Pacific Highway West (99W)
Washington County

NOTED
F. B. KLABOE

Gentlemen:

Your estimate (as revised) and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 5, 1972, have been approved by the State. You are hereby authorized to proceed with the work as of October 31, 1972. A copy of the revised estimate is attached.

Please contact Mr. J. W. Cochell, Resident Engineer, 2131 S.W. Scholls Ferry Road, Portland, Oregon 97225, telephone 229-5115, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to October 31, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: F. B. Klaboe
R. N. Chase w/attach
V. L. Gallagher "
V. E. Skoog "
L. W. Rulien " (2)
J. W. Cochell "
H. E. Woodward "
R. H. Rumbolz "

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Prefix No. 34-1131. Return one copy of Est. and sketch with SFO.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

P. O. Box 565
Beaverton, Oregon 97005

October 24, 1972

7838

Culver Construction Company &
S-J Development Company
3701 S.E. Belmont Street
Portland, Oregon 97214

Gentlemen:

RE: Permit Number 15056

This is to confirm our oral advice to the effect that the construction of the Southwest Pacific Highway-Gaarde Street off-ramp, which was permitted under Permit 15056, should be held in abeyance until such time as an agreement could be reached with Mrs. Grace Tigard Houghton relating to a release of her access rights on the frontage road affected by the off-ramp.

Until such time as an alternate plan has been developed and accepted by the Highway Division for the construction of the off-ramp or a release has been secured from Mrs. Houghton, no work is to be done under the above permit.

Very truly yours,

Harry L. Woodward
District Engineer

JLS/HLW/jem
cc: Mr. Roderrick W. Kitson
Attorney at Law
1220 SW Sixth Avenue
Portland, Oregon 97204

Mr. Gerson F. Goldsmith
Attorney at Law
875 Boise Cascade Building
Portland, Oregon 97201

Mr. F. B. Klaboe
Mr. R. L. Schroeder ✓
Mr. R. P. Hamilton
Mr. J. L. Sollis
Mr. L. W. Rulien

NOTED
R. L. SCHROEDER

RECEIVED
OCT 24 1972
Office of
Assistant State Highway Engineer

E-123

RECEIVED
OCT 23 1972
FOR FILING

7838

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

Date: October 20, 1972

SUBJECT:

To: L. W. Pulien
Region 1 Engineer
P O R T L A N D

From:
L. E. George
Traffic Engineer

Subject: Signalization
Pacific Highway West
@ Gaarde Street
Tigard

I am returning to you material that originated in the Regional Office which you may wish to keep in your file. The material pertains to the Gaarde Road intersection on 99W.

Mr. Schroeder has indicated that the City of Tigard is going to purchase right of way to the extent that the necessity for a possible traffic signal no longer exists.

LEG:pb

cc: R. L. Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
OCT 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1972
FOR FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE October 19, 1972

TO L. W. Rullen
7838 Regional Engineer - Milwaukie

FROM Tom Edwards
State Highway Engineer

SUBJECT Gaarde Street - Highway 99W
Tigard

CH Bothman
10-20-72

The sketch which Don Haller submitted concerning the Gaarde Street improvement is satisfactory. You may proceed as soon as you have reasonable assurance from the City that the property has been properly optioned.

TE:ms
cc F. B. Klaboe
R. L. Schroeder
A. E. Johnson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE: October 17, 1972

To: Mr. Tom Edwards
State Highway Engineer

FROM: D. H. Haller, Jr.
Regional Maintenance Engineer

SUBJECT: Gaarde Street Highway 99W
Tigard

Attached is a sketch of our solution for Gaarde Street, Highway 2W, Tigard. Descriptions are being made of the 7,750 square feet and will be purchased by the City of Tigard. It is anticipated that the grading would be accomplished by the developer and that we would do the paving under a betterment order.

DHH/bd
att

Tom Edwards

OREGON STATE HIGHWAY DIVISION

P.O. Box 02157 Portland 97202 October 16, 1972

Steven Telford
City Administrator
City of Tigard
Tigard, OR 97223

Re: Grace Tigard Houghton
Property Description

Dear Mr. Telford:

Attached is a description of the Houghton property that would be required for the proposed frontage road and slip ramp at Gaarde Road. The property description is not a very professional job at the moment, however, I will provide you with a more finished product in a few days. It does adequately describe the taking for negotiation purposes. I have attached two (2) copies of the plan for your use.

Sincerely yours,

D. H. Haller, Jr.
Regional Maintenance Engineer

Property Description

A parcel of land lying in Section 10, Township 2 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in those deeds to Grace Tigard Houghton, recorded in Book 301, Page 40, and Book 334, Page 414 Washington County Records of Deeds. The said parcel being that portion of said property lying easterly of a line that is 120' right, when measured at right angles from Station 149+50, which station is on the centerline of the southbound lanes of the Pacific Highway West as now described; thence to a point 105' right, when measured at right angles from Station 150+00; thence to the northeast corner of the Camille H. Kline property recorded in Book 715, Page 217 of the Washington County Book of Records.

The centerline of the Pacific Highway West is described as follows:

Beginning at Engineer's centerline Station 148+73.77, said station being 245.49 feet south and 757.79 feet west of the northeast corner of said Section 10; thence South 37°53' West 820.88 feet to Engineer's station 156+94.65. This parcel contains approximately 7750 square feet.

5' Slope Easement

Edge of Shldr.

Existing Conc. Curb

Existing Travel Lane

Existing Travel Lane

12' 12

150

12' 10'

12'

S. 3

Existing Concrete Curb

2" Gas Main

Existing Concrete Curb

Existing Concrete Curb

E.P.

Edge of Pav't.

S. 37° 53' 09" W.

12' 12'

To Newber

DO NOT ENTER

WRONG WAY

Conc. Box

Gas Valve

135+52

"F" LINE

5° CURVE

E.P.

S. 37° 53' 09" W.

FRONT

Conc. Box

Gas Valve

5° CURVE

E.P.

5' Slope Easement

Toe 2:1 Emb. Slopes

Proposed R/W Line

R/W Taking = 7750 Sq Ft ±

R/W Lin

+00

STOP SIGN

Grace Tigard Houghton

301-40

Existing 12" Conc. Pipe

"F" 140+64.18 P.I.

Hse.

Camille H. Kline

715-217

"L" 14B7

N. 15° 07' 00" W.

Water Main

Car Port

Gravel

P.P.

E.N.

GAAF

2'

197

RECEIVED
OCT 17 1972
FILING

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

7838

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

October 11, 1972

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEIVED
STATE HWY ENGR
OCT 12 '72
REFER TO
FOR
Info | Invest | W/D | O/R | Sign | Pict | File

Mr. Tom Edwards
State Highway Engineer
Highway Building
Salem, Oregon 97310

Re: Gardy Road Interchange Off Ramp Indemnification Agreement

Dear Mr. Edwards:

In an effort to clarify the situation that now exists regarding the indemnification agreement covering the above subject matter, I have the following to offer. Mr. Schroeder seems to feel that the entire predicament is my fault and while I do not agree with that feeling, it may be my fault to the extent that I did not communicate clearly what the affect of the indemnification agreement was.

In retrospect, the problem was talked over with me and I was asked what was required in order to allow the construction of the off ramp. I advised either the releases or the indemnification agreement or both would do the job. If absolute releases were obtained from the two property owners, no indemnification agreement would have been necessary, in as much as the releases would have spoken for themselves and would have covered the situation completely.

The securing of an indemnification agreement was approved at some point along the line, in as much as I did advise that an indemnification agreement would protect the Highway Division. It is evidently in the interpretation of the word 'protect' that the difficulty arises. I did not, at any time, say that the indemnification agreement would protect the Highway Division from a law suit. There is nothing that can do that. What the indemnification agreement does is protect the Highway Division to the extent that if a law suit is filed, the Highway Division would not have to pay for the cost of defense of the law suit or have to pay any judgment that might be rendered as a result of the law suit.

NOTED
TOM EDWARDS

As I recall, I advised that the best thing to do was to have an indemnification agreement and if they wanted to sew the thing up completely, get releases to accompany it. Then, you had, in effect, double coverage.

The indemnification agreement as such is a contract that stands by itself as there is no requirement in the indemnification agreement for any releases. If any law suits are brought, the contractors are bound to defend the law suits and pay any claims.

On the other hand, if the suit is brought against the Highway Division for not allowing the off ramp on the basis of the indemnification agreement itself, this is an action on a contract which is authorized under the statute and which would have to be defended by somebody from the Attorney General's office. If a judgment were rendered against the Highway Division, it would have to be paid from Highway Division funds. This is not the type of a loss that would be covered under the Highway Division insurance policy.

One point that I would raise now is that the original of the indemnity agreement and the releases disappeared and I do not know what happened to them. I do know that I was inquired of if I had the original or any copies thereof and advised whoever made the inquiry that I had forwarded everything to Mr. Schroeder.

I strongly suspect that the contract and release could have been returned to the contractor with instructions to get signatures from Mrs. Houghton.

I also recall a conversation with Mr. Schroeder in which he inquired whether the indemnity agreement would protect the Highway Division, at which time I advised him that it would. Evidently, he was thinking of protection against a law suit. I was thinking of protection legally, as would indemnify the Highway Division against any loss or cost of defense for a law suit. I believe it is on this misinterpretation that the entire problem rests.

I would also like to state, at this time, that it is my opinion that if the Frontage Road is left open to one-way traffic, there are no legal rights that have been taken from Mrs. Houghton. Also, if it is left open to two-way traffic across her frontage and then one-way past the off ramp. That this is a perfectly legal action

under the police powers by the State Highway Division. This is no different than one-waying a street when a one-way cuplet is built or by putting a raised median on a street so that persons can only go one direction when they leave their property.

The deed from Mrs. Tigard to the Highway Division provides that she gives up all access except access to an access road to be constructed which will lie westerly of a line parallel to the southern lane of the Pacific Highway West as said highway has been relocated. That on limited access right of ingress, egress and regress to, from and between said access road and that portion of the real property decide and said recorded shall be reserved unto the grantor, their errors and assigns forever. There is nothing in the access language that specifically states where the access road will connect on either end and this is the extent of the access language.

The contractor, his attorneys, etc., have used me as a sort of go-between between the Highway Division and themselves and so have yourself and members of your staff. I feel this is a bad situation, in as much as I know I have been misquoted on a couple of occasions. I feel that for future negotiations, it would be much better if discussions were carried on directly between the contractor, his attorneys and you or your staff so that there is no misinterpretation in the transmittal of the message from me to the contractor or from me to you or your staff. I will be most happy to sit in on any meetings you have and I would strongly suggest that this problem be discussed with Frank or Leonard to see if they have any different ideas as to the ramifications involved.

In closing, I feel I must advise you that in the event a law suit is brought on the indemnity contract, I feel that the Highway Division is in a position that it would not stand too much chance of prevailing as the document stands by itself and has no requirement for releases in the document itself.

I believe there is an engineering solution that does not violate anybody's legal rights, namely the one-waying of the Frontage Road down to the shopping center. I would strongly suggest that this matter be considered or that if the off ramp is not desired, that

a traffic signal at Gardy Road be considered with the stop line back behind the Frontage Road to allow traffic to pull into the Frontage Road.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jn
cc: Mr. F.B. Klaboe
Mr. R.L. Schroeder
Mr. L.I. Lindas
Mr. F.C. McKinney

RECEIVED
OCT SEP 28 1972
FOR FILING

7838

September 27, 1972

Mr. Curt Tigard
11778 S. W. Royal Villa
Tigard, Oregon 97223

Re: Permit No. 15056
Culver Construction Company

Dear Mr. Tigard:

In reply to your letter of August 1, 1972 to the Oregon State Highway Division, attention Mr. Harry Woodward, concerning the off-ramp construction that is to be undertaken by Culver Construction Company, I am enclosing a copy of the agreement between the two parties and the State of Oregon in which they agreed to indemnify the state of Oregon for any and all claims that may be made as a result of their construction project. This would include any claims that Grace Tigard Houghton might have as a result of the frontage road being severed and no longer serving her property.

I would suggest that you deal directly, or have your attorney deal directly, with the Culver Construction Company regarding any claim along this line. For your information, I am sending you a copy of the indemnity agreement between the Culver Construction Company and the state of Oregon.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

NOTED
R. L. SCHROED

JLS:ebc
Enclosures

cc: Bob Gortmaker, Culver Construction Company
Harry Woodward, District Engineer

August 1, 1972

State of Oregon
Highway Dept
Sylvan Division
2131 SW Scholls Ferry Rd
Portland, Ore 97225

Re: Permit # 15056
Culver Const. Co

Attn Mr. Harry Woodward

Sir:

This is written confirmation of our telephone statement to your office this morning that Grace T Houghton, owner of the property on the corner of SW Gaarde rd and the access road between SW Gaarde and SW Bull Mt rd, did not sign a release of liability as required by the City of Tigard for the above firm to file for a permit to construct the by-pass road from SW Pacific highway to Canterbury Square and the abandonment of the northerly section of the access road as outlined in the plans drawn by Murray & Mc Cormick. Construction of the by-pass road should not be permitted until the plans have been reviewed and approved by all parties interested and affected by the proposed improvment.

Very truly yours,

C. Tigard

C.Tigard
representing Grace T Houghton

11775 S.W Royal Villa Tigard

District 1-A
RECEIVED
AUG 3 - 1972
Noted DMS Asst DNO

OREGON STATE HIGHWAY DIVISION

P. O. Box 02157
7838

Portland 97202

September 25, 1972

Washington County
Department of Public Works
Second and Main Streets
Hillsboro, Oregon 97123

Attention Mr. Ken Meng

NOTED
E. S. HUNTER

City of Tigard
P. O. Box 23557
Tigard, Oregon 97223

Attention Mr. Stephen Telfer

Re: Reconnaissance Study
Gaarde Street Realignment
Pacific Highway West - Tigard

Gentlemen:

By agreement dated April 4, 1972, between the State Highway Division, the County of Washington, and the City of Tigard, we agreed to undertake a reconnaissance survey of the subject area to determine possible costs and feasibility for relocating Gaarde Street.

Attached is a copy of a plan, a copy of profiles, and a reconnaissance-type cost estimate for this project. We believe that the plan as shown is consistent with the desires which you expressed to us. Basically it calls for a realignment of Gaarde Street to a connection of the Pacific Highway West opposite McDonald. In addition the frontal road is extended and connected to the relocated Gaarde Street.

It should be understood that this is a feasibility study only and in no way implies that any agreement has been reached among the three parties relative to construction and/or financing. We would be very happy to meet with you and discuss this survey and estimate at your pleasure.

Very truly yours,

L. W. Rulien
Regional Engineer

LWR/cr
bc E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
R. E. Royer
H. S. Cox w/attachments
R. T. Ewen

RECEIVED
SEP 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E-123

5 P

CITY OF TIGARD
P.O. Box 23557
12420 S.W. Main
Tigard, Oregon 97223

7838

September 11, 1972

D. N. Harwell, Assistant Engineer
County and City Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Don:

Enclosed are two copies of your letter of August 28th indicating the City's acknowledgement and consent to the proposed upgrading of 99W through the City of Tigard.

I wish to, on behalf of the City Council and the citizens, thank the State Highway Division and its officials for their diligent action in response to our need. As so often is the case, those truly responsible for the improvements fail to receive the proper credit. Please be assured that the City officials of Tigard are cognizant of and thankful for the fine cooperation and efforts of the State Highway Division.

Sincerely,

Stephen M. Telfer
City Administrator

SMT:lm

CC: George Baldwin, Administrator
OSHD

Tom Edwards, State Highway Engineer
OSHD

L. W. Rulien, Region Engineer
OSHD

RECEIVED
STATE HWY ENGR
SEP 12 '72
REFER TO
FOR
Info | Ves | R&D | DIR | Sign | Act | File

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
COUNTY & CITY SECTION
SEP 13 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9/13/72, cc: George Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. B. Schroeder
F. L. Hall
L. W. Rulien
C. W. Head
V. E. Skoog
L. H. Young

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 28, 1972

City of Tigard
City Hall
P.O. Box 23557
Tigard, Oregon 97228

Attention: Mr. Stephen M. Telfer, City Administrator

Gentlemen:

The Oregon State Highway Division has long been concerned for the traffic situation on the Pacific Highway West (ORE 99W) through the City, lying basically between S.W. Gaarde Road and the Washington-Multnomah County Line.

The State currently has a proposal to upgrade this section of highway and anticipates that bids will be accepted at the September 28 bid letting.

The project calls for upgrading the facility to provide for a basic four-lane section with a median area for accommodation of left-turn movements. Certain areas will be in need of curbing, storm drains, walkways, pipe, etc., as well as a one-inch asphaltic concrete pavement overlay and new striping for provision of vehicular movement.

Based on the preliminary plans left with you last week, our discussions, and the foregoing information, please review this matter at your earliest convenience, and if satisfactory, obtain the necessary signatures in the space provided below and return two copies to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

APPROVED
CITY OF Tigard
BY MAYOR Lloyd K. Low
BY RECORDER Louis Hadley
DATE 8/31/72

NOTED
C. W. HEAD

DMH:lat

approved 9-12 72
ESH

RECEIVED
PLANNING
FOR FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

2838

DATE September 8, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Project Finance Approval**
Mult. Co. Line-Gaarde St. (Tigard) Sec.
Pacific Hwy. West, Washington Co.

Traffic congestion and the hazardous left-turn traffic movements have prompted the addition of a fifth lane improvement project on 99W in Tigard.

The proposed overlay and widening project will provide a 14-foot left-turn refuge lane with 11-foot inside and 13-foot outside travel lanes. The entire project will be constructed within the existing right-of-way. The length of this project is 1.18 miles and is estimated to cost $370,000.

I recommend this project for an early letting and request your authority to construct with State Construction funds.

This matter will be on the agenda for your consideration at the meeting on September 19.

cc: C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. H. Hall
V. E. Skoog
H. S. Cox
Gary Ross
Gary Sund

BLG:dg dps

RECEIVED
AUG 28 1972
FOR FILING

Tom Edwards

RECEIVED
STATE HWY ENGR
AUG 28 '72
REFER TO
FOR
Info | Invest | R/D | C/R | Action | - | File

NOTED
TOM EDWARDS

MEMO TO THE FILES
August 28, 1972

RE: S.W. Gaarde Road-Washington/Multnomah County Line Section
Pacific Highway West #1W (ORE 99W)
City of Tigard

State plans to receive bids on subject project at the September 28 bid letting for upgrading the facility to provide for a basic four-lane section with a median area for accommodation of left-turn movements.

The project will consist of some areas requiring grading, base, widening, walkways, storm drains, curbing, etc., with possibly very minor traffic signal modification. The current plans also call for a one-inch asphaltic pavement overlay and installation of new striping for vehicular movement. Current cost is estimated at approximately $300,000±, with all costs to be at sole expense of State.

Mr. L. W. Rulien and the writer met with Mr. Stephen Telfer, City Administrator, on Friday, August 25, to discuss State's plans (see letter attached) on subject project covering various matters as referred to following:

1. Parking eliminated throughout project; I believe this is covered by prior City and State resolution.

2. Raised islands remain as part of project to avoid pole removal.

3. Signal installation, future project with State and City cooperation, TOPICS or other monies.

4. Utility relocation would perhaps be with Metzger Water District; few other involvements.

5. Greenburg Road future widening by City or County to provide three lanes northerly of 99W. City to acquire right-of-way.

6. City expressed concern for drainage southerly of 99W, lying between Main Street and 99W west of Greenburg Road.

7. City and Resident Engineer work out details of curb radius returns to Pfaffle Road, McDonald Street, W. Main Street, Walnut Place.

8. Tigard Lumber encroachment with parking, walkway, and fence removal and relocation.

9. W. Main Street, partial island removal and possible tree.

10. Illumination and crosswalk striping a City responsibility.

11. Review of striping plan, etc., prior to work by State with coordination and plans joint review and final decision.

The foregoing is mentioned only as a matter of information and should in no way hold up progress on the proposed project for the September, 1972, letting as the majority of the details above can be worked out with Region and City as requested by Mr. Telfer.

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat
Att.
cc: George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
F. L. Hall
L. E. George
L. W. Rulien

M. Baldwin S

431

OREGON STATE HIGHWAY COMMISSION

7838

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

August 23, 1972

The Honorable Les AuCoin
Oregon State Representative
2124 College Way
Forest Grove, Oregon 97116

#71834

Dear Mr. AuCoin:

Your letter of August 12 addressed to me at Salem, was forwarded to my office with a notation that it had been answered by Mr. Klaboe.

This matter has been under consideration for several months, but was brought to a head by petitions of a number of citizens of Tigard. We expect to let a contract within the next month which, upon completion, should solve the problem.

I note in the last report on population growth in Oregon that Washington County has experienced a 71% increase in population since 1960, and has a projection for the next 15 years of another 36%. I hope the State, as well as Washington County, will have the resources to meet the traffic needs.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

Noted
Gary L. Ross

RECEIVED
AUG 24 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 25 1972
FOR FILING
7838

August 21, 1972

The Honorable Walter L. AuCoin
State Representative
2124 College Way
Forest Grove, OR 97116

Dear Mr. AuCoin:

For some time we have been looking closely at US99W in Tigard with an eye to improving traffic characteristics.

Our studies indicate this section of highway does not have a high accident rate but is comparable to similar sections in the state. There is, however, a serious capacity problem occurring during peak periods of traffic. We expect to let a contract in the near future which will add a lane for handling left-turn movements; this should reduce congestion caused by vehicles stopped prior to making such a maneuver.

We appreciate your concern; let me know if you have any questions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

cc Glenn Jackson

FBK:ia

bc George M. Baldwin
Tom Edwards
Ralph Sipprell

HOME ADDRESS
LES AUCOIN
2124 COLLEGE WAY
FOREST GROVE, OREGON 97116

WASHINGTON COUNTY
DISTRICT 4

COMMITTEES
MEMBER:
ENVIRONMENT
STATE AND FEDERAL AFFAIRS
FINANCIAL AFFAIRS SUBCOMMITTEE

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

August 12, 1972

Mr. Glenn Jackson
Chairman
OREGON STATE HIGHWAY COMMISSION
c/o Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Jackson:

I have followed with close interest the communications sent to the State Highway Commission by the citizens of Tigard, relative to the extremely hazardous traffic situation on U.S. 99W, in the heart of the city.

Having had several close calls on this strip of highway myself, I can attest to the serious need for major improvements. I urge the Commission to give every consideration to a prompt remedy to this hazard.

With appreciation,

Sincerely yours,

- Les AuCoin

LES AuCOIN
State Representative
Washington County

LA/sa

RECEIVED
STATE HWY ENGR
AUG 17'72
REFER TO
FOR
Info | Wes | RJD | DJR | Stan | Art | File

RECEIVED
AUG 28 1972
FOR FILING

METRO SOUTHWEST CHAMBER OF COMMERCE

(Tigard - Tualatin - King City - Metzger - Sherwood areas)
12271 S. W. MAIN STREET TIGARD, OREGON 97223 PHONE 503-639-1656

cc: Geo. Baldwin

August 21, 1972

7516

Governor Tom Mc Call
State Capitol
Salem, Oregon

Mr. Governor:

The "Roads and Highways" Committee and it's members wish to take this oppertunity to thank you for your personal involvement in the "fifth" lane situation and other improvements as it relates to a section of highway 99-W through Tigard.

We are serry that you had to become personally involved with the "grass roots citizens effort" appreach to this situation, whose efforts were not a part of our committee activity having had it's start prior to our involvement.

You may be interested in knowing that this committee has now set up a long range program to study the community needs as it pertains to roads and highways in our suburban areas, with an appreach to the overall problem for the entire area and not just for local situations.

We appreciate your help and that of the State Highway Department in our recent local situation. We hope to get additional input from the Highway Department in our long range approach. Thank you.

John D Bauer
John Bauer, President

Allen Paterson
Allen Paterson, Chrm., Roads & Highway Comm.

AUG 25 1972

RECEIVED
AUG 28 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
FOR FILING

Ann Baldwin file
will you check
into this
J J

OREGON STATE HIGHWAY DIVISION

P. O. Box 02157 Portland 97207 August 1, 1972

Mr. Michael J. Mayernik, Sr.
16790 S.W. 113th
Tigard, Oregon 97223

Re: Left Turns
Highway 99W at 69th, Tigard

Dear Sir:

We have been concerned with the movement of traffic on Highway 99W in the Tigard area. Consequently we have, periodically and consistent with our findings, undertaken projects in the interest of safety.

Sometime back the accident picture, as it relates to left turns in the general area of 69th and 71st Streets, was reviewed. We found that 71st served the same general area that was served by 69th and that we could furnish left-turn channelization at 71st. Having provided a safer place for these turns it then appeared reasonable to prohibit such turns at 69th. To date there appears no reason to alter this situation.

The operation that we have is the safest possible at this time and at that general area. Should developments and traffic demands occur that would require some change we would, of course, be more than happy to review the situation and undertake such modification in our signing that appears warranted and in the interest of serving traffic flows.

Very truly yours,

L. W. Rulien
Regional Engineer

RECEIVED
AUG 7 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

CMB: Discussed W/ Rulien on 8-7

CMB Discussed w/ Mrs. Mayernik on 8-9

Rulien 54-25

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 28, 1972

Mrs. Michael Mayerink
16790 SW 113th Avenue
Tigard, Oregon 97223

Dear Mrs. Mayerink:

In response to your recent telephone call to our Traffic Engineering Section, enclosed is a listing of accidents on that section of ORE99 West between 63rd Avenue and the interchange with ORE217. This listing covers the last six months of 1971 and five months of 1972. You will note that 18 of the 93 reported accidents involved vehicles making a left turn off ORE99 West.

If this office can be of any further service, please advise.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

Enc.

VPJ;sv el
bc: Tom Edwards
F. B. Klaboe
L. E. George
L. W. Rulien

REGION 1 — RE RME RCE OE — JUL 31 1972 — TE UE DES SEC

July 21, 1972

L. W. Rulien
Division Engineer State Highway Dept.
P.O. Box02157
Portland, Oregon 97202

Dear Mr. Rulien:

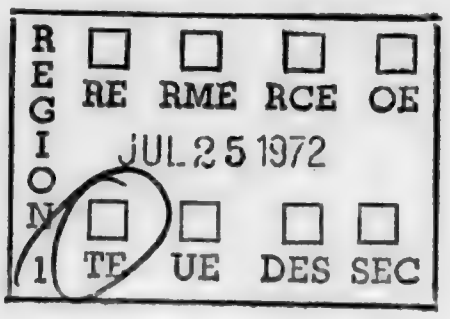
We are the owners of property located in the northeast corner of 69th Avenue and Highway 99W in Tigard, Oregon. We have owned this property for a number of years and have for some time now been trying to sell this commercial property. We have been continually advised our property is not desireable for a commercial structure because of the state highway's posted signs prohibiting a left turn for eastbound traffic on Highway 99W onto 69th Street. We have for the past several months been discussing the possibilities of having the State Highway Department remove both of the no-left-turn signs. We are getting no place and receive nothing from the State Highway Department except the perverbial "run around".

We are not asking for favoratism we are asking the state to cease and desist from discriminating against us. We feel this is an injustice because there are no other prohibitive left turn signs anywhere along the entire highway 99W route between State Highway 217 and the Tigard Interchange with I-5. There is no need to go into the number of left turns that are made in a 24 hour period along this section of highway whether made legally or otherwise as we know you know the area is heavily populated on both sides of the highway with commercial establishments. The left turn you have prohibited is on to a public street -- you do not prohibit left turns in the center of a block which would be more realistic.

Your attention is directed to a front page newspaper item appearing in the July 20 issue of the Tigard Times which is believed to be self explanatory. A copy of this article is enclosed for your convenience.

We know this section of the highway is a problem and that it entails many difficulties, however these problems are not insurmountable and in the interim we do not intend to be taken advantage of by a political body namely the State Highway Commission.

We would appreciate hearing from you at your earliest possible convenience.



Michael J Stangenwald Jr
16790 SW 113th
Tigard, Oregon

OREGON STATE HIGHWAY DIVISION

TO: L. W. RULIEN 34.23

SUBJECT: Traffic Complaint on 1W @ 69th.

FROM: D. R. ADAMS

DATE: April 19, 1972

On April 17th I received a complaint from Mrs. Mayarnick who owns property on the westside of 1W at the subject intersection.

Mrs. Mayarnick specific complaint was the fact that the NO LEFT TURN signs for northbound traffic were in place. She apparently has commercial property at this intersection and has had several buyers refuse to consider the property because of the NO LEFT TURN restruction.

In checking the file the NO LEFT TURN signs were installed in conjunction with the installation of a left turn refuge at 71st, the thinking being that the refuge at 71st would service the residence on 69th.

My thinking was that Ron Failmezger could review this intersection to determine if the existing NO LEFT TURN signs should remain in place.

Mrs. Mayarnick has advised that she will formalize her request by letter in the near future.

D. R. Adams
District Engineer

REGION 1 — RE ☐ RME ☐ RCE ☐ OE ☐ — APR 20 1972 — TE ☐ UE ☐ DES ☐ SEC ☐ (SIGNATURE)

DRA:ebg

PLEASE REPLY HERE

Ron-pls advise Don Adams met with her and explained in more detail the access requirements for developers. I believe she is satisfied.

Ron Failmezger 5-19-72

CC: _____ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

P.O. Box 02157
Portland 97202
February 7, 1967

Mrs. W. A. Sundberg
6940 S.W. Taylor St.
Portland, Oregon 97223

Dear Mrs. Sundberg:

I have your letter of January 26 explaining traffic conditions on Barbur Boulevard, particularly in the area of S. W. 72nd. On my map I cannot find S. W. 72nd Avenue intersecting with Barbur Boulevard, but 71st Avenue intersects from the north. S. W. Ridgeway intersects from the south.

With regard to speed in this area, it is our intention to reinvestigate the section from where the 50 speed begins through into the city of Tigard when the Fred Meyer store, now being constructed, is in full operation this spring. Possibly at that time a reduction in the posted speed will be warranted.

At the intersection of S. W. 71st we have been aware of a continuing traffic problem. Late in 1964, as a result of investigation of traffic conditions, channelization was provided to allow for separate lanes for left turns from the highway. It was found that this improvement resulted in a decrease in the number of reported accidents at the intersection. An attempt was made to provide a right turning slowdown lane for those coming down Barbur Boulevard and making the right turn. The shoulder area is available for this slowdown movement. However, due to the restriction in right of way, the turning radius into S. W. 71st is not the best.

It is realized there is difficulty for vehicles from the side street to gain access to Barbur Boulevard. A traffic signal would allow this movement better entrance to the highway. When considering traffic signals, it must be remembered that they do not necessarily reduce the number of accidents which occur at that point. It is felt that signalization is not desirable at this particular time.

We appreciate your interest in traffic safety on the State Highway system.

Very truly yours,

NOTED
R. W. FAILMEZGER

L. W. Rulien
Division Engineer

RWF:lh

FORM E-30X DOM 3-63 45606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 19, 1964

To:
Mr. F. B. Crandall
Traffic Engineer
Salem

SUBJECT: Traffic Conditions
Pacific Hwy. West at S.W. 71st Ave.
Complaint from Mrs. Ralph Sittel
Zenith Womens Club of Metzger.

Reference is made to a complaint by Mrs. Ralph Sittel regarding the subject intersection, and your letter of April 28, 1964 addressed to her.

Enclosed is a copy of a report by Mr. Ron Failmezger including results of an accident study which indicate a rather considerable amount of accidents at this intersection and at S.W. 69th Avenue and Highway 99W. Mr. Failmezger has recommended and prepared plans for left-turn refuges for S.W. 71st Avenue along with prohibition of left turns at S.W. 69th Avenue which is estimated to cost approximately $4,740.

In view of the number of accidents occurring at this intersection, it is believed that the expenditure of these funds would be justified, and it is recommended that this plan be approved for a channelization project to be selected.

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

AEJ:fb
Enc.
cc Tom Edwards
Ron Failmezger
B. P. Huntley

Installed
9-10-64

NOTED
R. W. FAILMEZGER

Portland, Oregon
June 2, 1964

Mr. A. E. Johnson
Division Engineer
O F F I C E

Traffic Conditions
Pacific Hwy. West at S.W. 71st Ave.
US99W--Hwy. No. 1W--M.P. 7.91
File 186

The Traffic Division in Salem has forwarded a letter from Mrs. Ralph Sittel dated April 16, 1964 explaining the dangers at the subject intersection. Mrs. Ralph Sittel represents the Zenith Womens Club of Metzger.

S. W. 71st Avenue intersects the Pacific Highway (Barbur Boulevard) from the north at near right angles. To the south of Barbur Boulevard S. W. Villa Ridge Way intersects at an approximate 10 degree acute angle. This road serves as the southbound Barbur Boulevard access to S. W. 72nd Avenue. Barbur Boulevard at this point has four 10-foot traffic lanes with a 4-foot A.C. jiggle bar medial divider. The shoulders are paved 8 to 9 feet in width. The horizontal alignment is tangent at this point. The sight distance is in excess of 1000 feet in both directions. The grade is a minus 6.5% for southbound motorists. At this intersection there are two service stations to the north of Barbur Boulevard and one service station to the south which fronts partly on S. W. Villa Ridge Way. The indicated speed is 50 MPH.

A manual vehicular turning movement and pedestrian count taken at this intersection on May 7 and 11, 1964 as factored to 24 hours revealed 16,668 vehicles (93%) entering from the east and west on Barbur Boulevard and 1342 vehicles entering from the north and south (7%). As may be seen by the traffic signal warrant comparison sheet, the minimum warrant for the interruption of continuous traffic is the only one which is met.

The attached collision diagram for the intersection of S. W. 71st Avenue shows that there were 31 reported accidents during the period from January 1, 1960 to February 29, 1964. The major type accidents were the 15 rear-end and 11 turning movement. There was one person killed, and 22 persons were injured. The fatal accident involved a southbound car turning left into a driveway. It was struck by a northbound car. The accident occurred during daylight when the pavement was dry. Twelve of the total accidents are of a type which are preventable by the installation of a traffic signal. Only two of these accidents have occurred

in the last 12 months. Seventeen of the reported accidents are of a type which are preventable by the installation of left turn refuge lanes. Eight of these accidents have occurred in the last 12 months. The computed Relative Warrant for construction of left turn refuge lanes is 6.6. Twenty-six of the reported accidents occurred during the P.M. period of the day, and 17 of the accidents occurred between 4 to 7 P.M.

The intersection of S. W. 69th Avenue, which is located approximately 500 feet to the east which intersects from the north and serves basically the same area as S. W. 71st Avenue, was considered in this investigation. During the period from January 1, 1960 to February 29, 1964 there were ten reported accidents at this intersection. Nine of these accidents were of a rear-end type involving left-turn vehicles, five of which occurred during the year 1963. There were no persons killed, but eleven persons were injured in these accidents. No vehicular traffic count was taken at this intersection. However, it is believed that approximately the same left turn volume from west to north turns here as does at S. W. 71st Avenue. It is felt that the development of a left turn refuge lane for S. W. 71st would eliminate the need for permitting left turns at S. W. 69th Avenue. This then would attribute nine additional preventable accidents to the left turn refuge cause at S. W. 71st Avenue. Again, the majority of these reported accidents occurred during the late afternoon hours.

The first thought was to eliminate the use of S. W. Villa Ridge Way as access to Barbur Boulevard at S. W. 71st Avenue. This would be done by the extension of S. W. 72nd Avenue to Barbur Boulevard; however, grade problems at the approach make this impractical. To provide a near right angle approach to Barbur Boulevard from Villa Ridge Way it is necessary that widening be done only on the northerly side of Barbur Boulevard. It will be necessary to do some minor adjustments in the access points to the Chevron Station to the south and the Cut-Rate Station in the northeast quadrant. These adjustments will not curtail access to their businesses. In fact it provides a left turn refuge to each service station. On the northerly side of Barbur Boulevard in the northeasterly quadrant the new curb line is designed to provide a decel or right turn lane. This traffic volume is fairly high at this intersection. It is recommended that the attached plan for the construction of left turn refuge lanes be constructed at a cost of $4740.

The following recommendations are made in conjunction with the proposed construction project:

> That left turns be prohibited from Pacific Highway West to S. W. 69th Avenue by the installation of "NO LEFT TURN" signs No. R-300-36.

That parking be prohibited on the northerly shoulder of Pacific Highway West, Hwy. No. 1W, from the west property line of S. W. 69th Avenue M.P. 7.79 (Engr. Sta. 10/60) to a point 500 feet southwest of S. W. 71st Avenue M.P. 8.01 (Engr. Sta. 21/75) by the installation of "NO PARKING" signs No. R-401.

I believe that Mrs. Sittel's letter and the Zenith Womens Club's primary concern at this intersection is the difficulty during the afternoon hours in getting onto S. W. Barbur Boulevard from S. W. 71st Avenue. It is felt that with only the minimum interruption of continuous traffic warrant being met and the adverse grade situation on Barbur Boulevard, the installation of traffic signals would not decrease traffic hazards. Also traffic from the Metzger area has an alternate route they can take during these peak hours via ORE217.

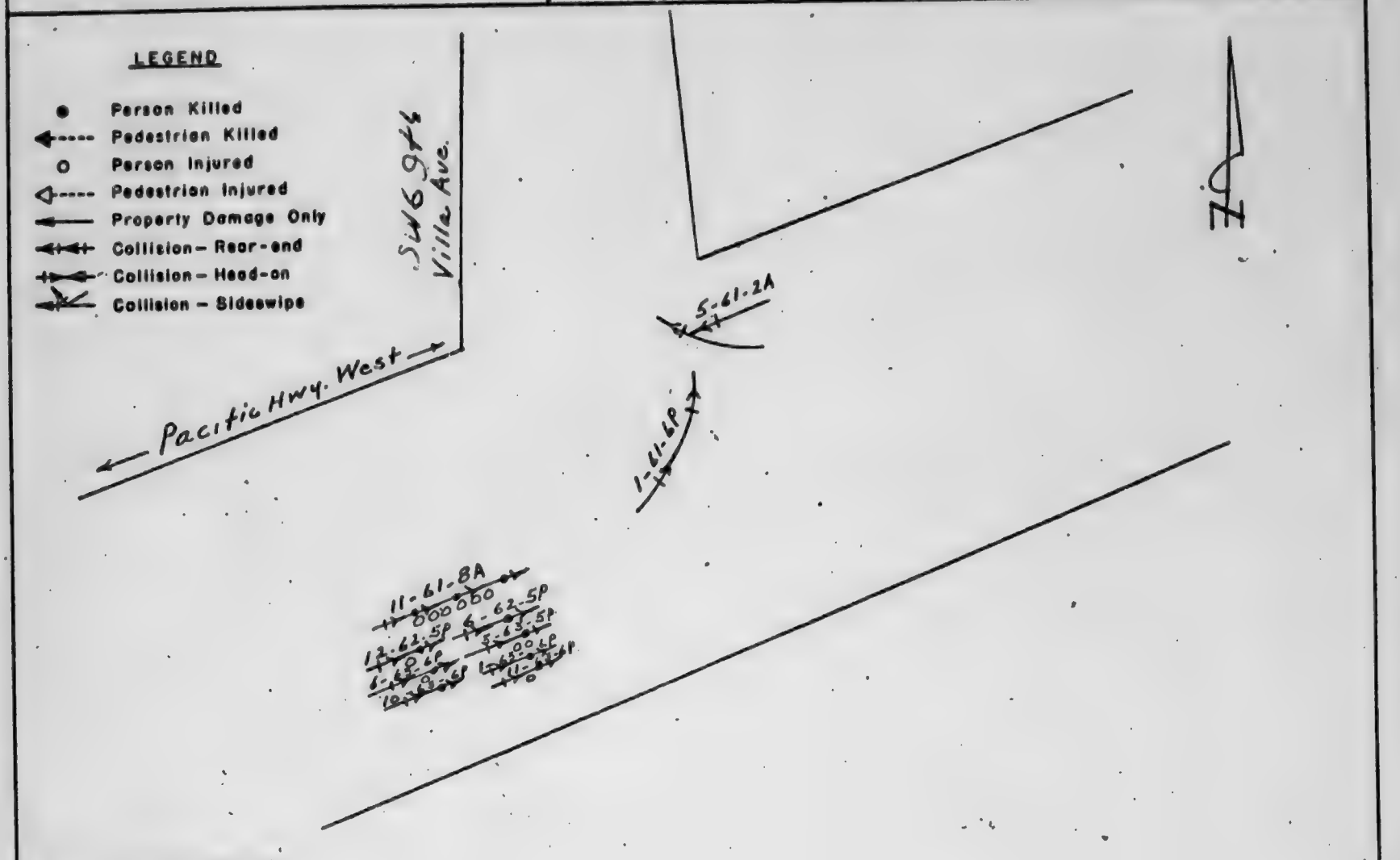
Ronald W. Failmezger
Division Traffic Engineer

RWF/lh

cc: F. B. Crandall

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

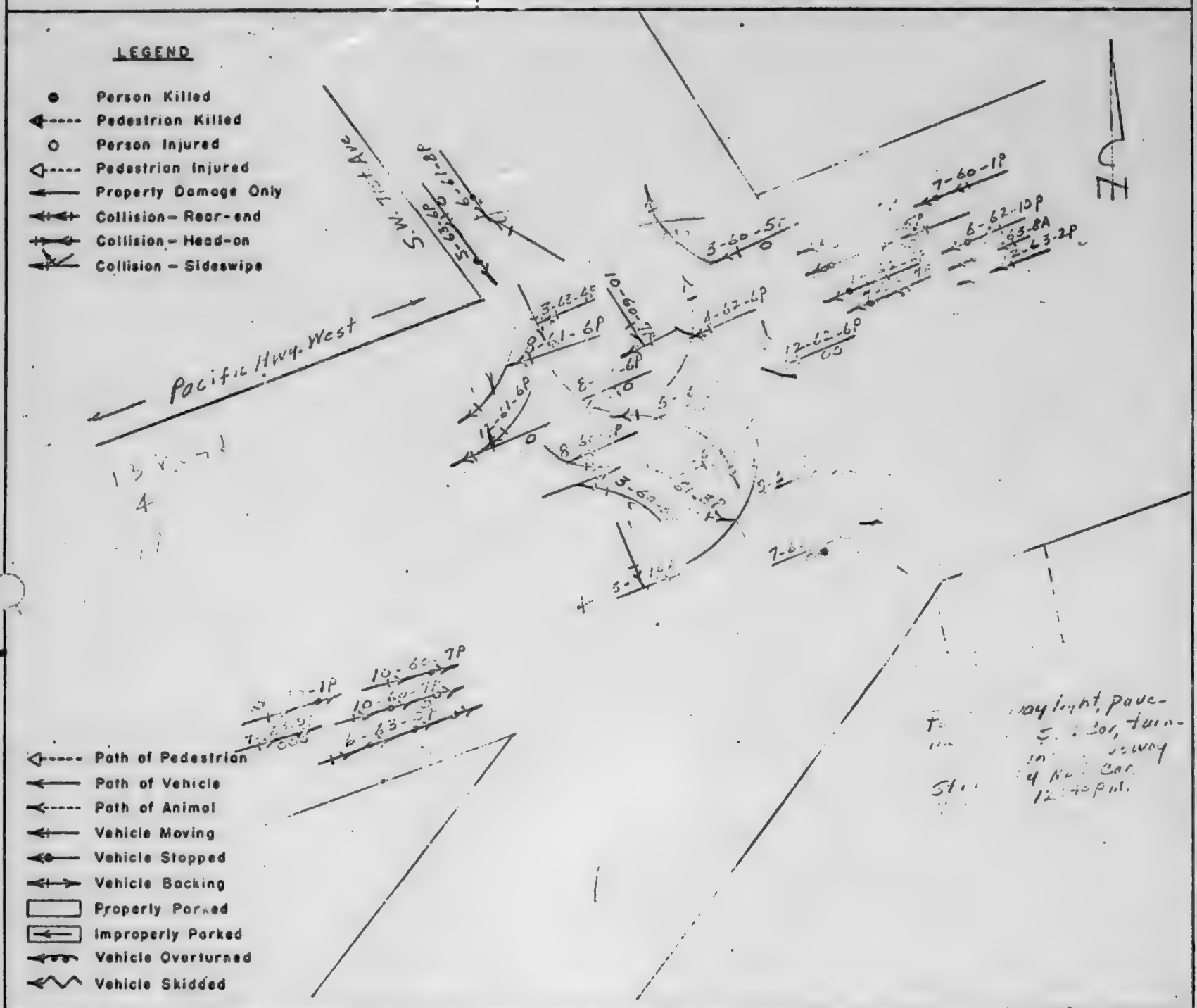
~~City~~ N of Tigard County Washington
Intersection of Pacific Hwy. West and Villa Ave. (69th Ave.)
Highway Number 1W (US 99W) MP 7.80
Period Covered 1-1-60 to 2-29-64
Compiled by BC Drawn by _____ Date 5-11-64



Collision Type	1960-1961				1962				1963				2 mos. 1964				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end		1	1	2		1	1	2		3	2	5						5	4	9
Sideswipe																				
Turning Movement			1	1															1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL	-	1	2	3	-	1	1	2.	-	3	2	5	-	-	-	0		5	5	10

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Tigard County Washington
Intersection of [illegible] Hwy. and S.W. 71st Ave.
Highway Number 1W (US 99W) M.P. 7.91
Period Covered 1-1-60 to 2-29-64
Compiled by [illegible] Drawn by _____ Date 5-12-64



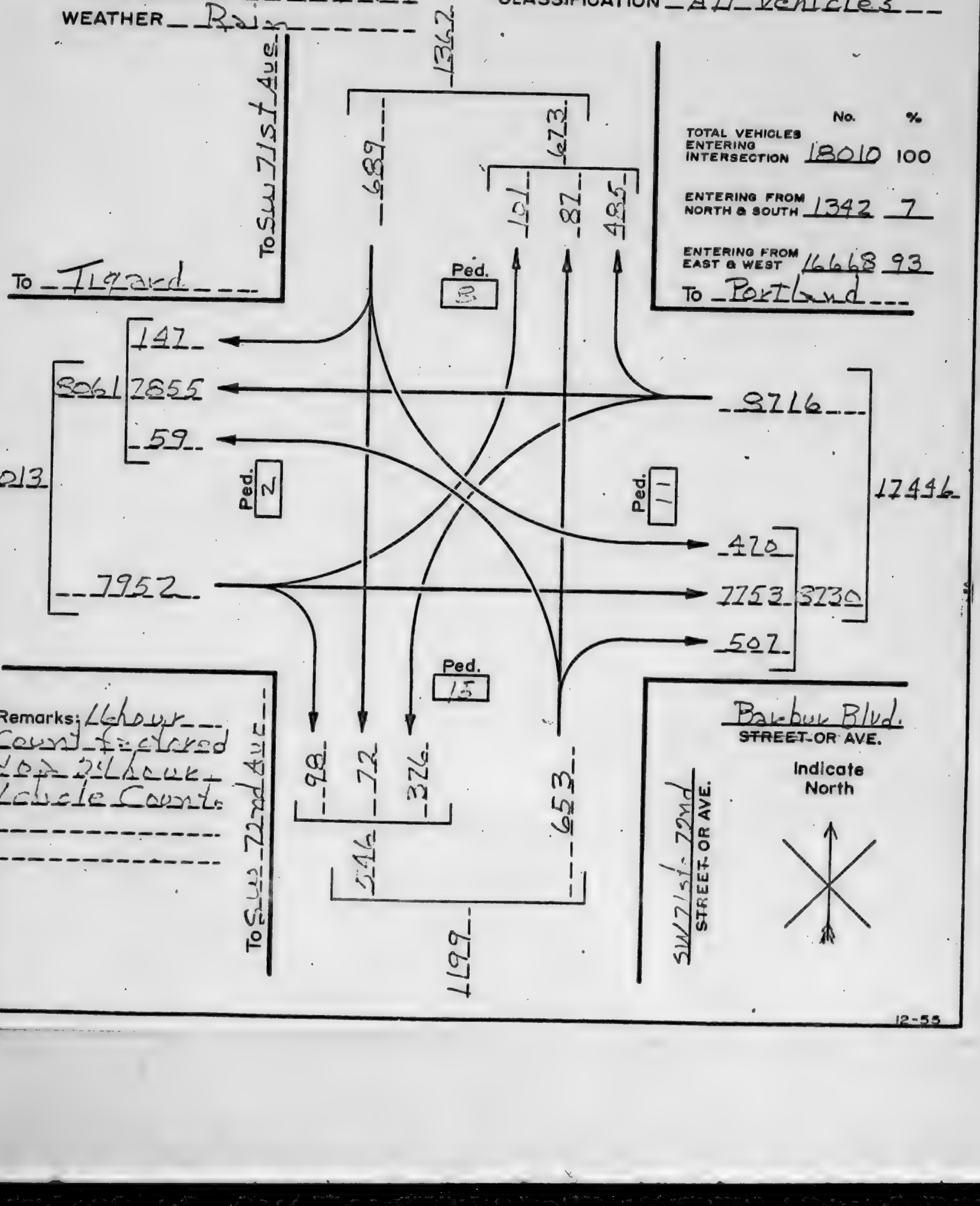
Collision Type	1960-1961				1962				1963				2 mos. 1964				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1							3	3							4	4
Head-on			1	1															1	1
Rear-end		2	3	5			2	2		3	3	6		2		2		7	8	15
Sideswipe																				
Turning Movement		3	3	6		2	2	4	1			1					1	5	5	11
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		5	8	13	-	2	4	6	1	3	6	10	-	2	-	2	1	12		

Washington County

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE May 7, 11, 1964
DAY OF WEEK Thursday Monday
ACTUAL COUNT (VEH) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Rain

CITY OF
INTERSECTION OF SW 71st-72nd Ave.
AND Barbur Blvd.
STATION NO.
CODE NO.
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	18010	100
ENTERING FROM NORTH & SOUTH	1342	7
ENTERING FROM EAST & WEST	16668	93

To Portland

Remarks: 16 hour count factored to 24 hour vehicle count.

12-55

1972

7838

5 p

August 16, 1972

Culver Construction Company, Inc.
3701 S. E. Belmont
Portland, Oregon

8-8-72

MISC. CONTRACTS and AGREEMENTS No. 47559

Gentlemen:

Attached for your records is a copy of an agreement with Culver Construction Company, Inc. and S-J Development Co., Inc., for an intersection revision at ORE99W and Gaarde Road in Tigard. Also attached are copies of a release and easement covering this matter.

We are sending copies of these documents to S-J Development Co., Inc., for their files and we are retaining the same for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc Don Adams
District Engr.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. HALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. GRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL H. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

April 20, 1972

Mr. R. L. Schroeder
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Indemnity Agreement
Culver Construction Company and S - J Development Co., Inc.
for the temproary off-ramp near Garden Road and
Pacific Highway West in the City of Tigard

Dear Mr. Schroeder:

I have reviewed the Indemnity Agreement, the Release and the Easement secured by the Culver Construction Company and S - J Development Co., Inc. and find that they are adequate as to legal form and content. These documents will indemnify the Highway Division from any damages that might be claimed by the property owners that will be affected by the temporary off-ramp to the degree that their through access will be cut off and a cul-de-sac will be formed in front of their property.

There is one change that will be made on the Indemnity Agreement which is shown on page 3 of the Agreement which changes the termination of the indemnification agreement to the completion of the relocating of Gaarde Road. The interlineations have been made on the original indemnification agreement and will be initialed by the two indemnitors prior to the time the Agreement is presented when they seek a permit. The indemnification agreement should accompany the permit application when it is sent in from the field.

If either you or Mr. Adams have any questions regarding this matter, please do not hesitate to contact me.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:ebc

cc: Mr. Don Adams

RECEIVED
APR 24 1972
PLANNING SECTION

NOTED
R. L. SCHROEDER

RECEIVED
APR 28 1972

RECEIVED
APR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. H. TEBEAU

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 16, 1972

TO File

FROM F. B. Klaboe
Deputy State Highway Engineer

1 Hall
2 A. Olson aab
3 Terpin
Scott
4 Swenson
R. Olson
Trout

RECEIVED
AUG 17 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SUBJECT Improvement Project - Tigard
US99W

Governor McCall called this morning about the proposed fifth lane improvement project on 99W in Tigard. Apparently, Mrs. Mayernik is still picketing the Capitol and he feels obligated to talk to her.

I advised him that we were working up a contract and that we anticipated calling for bids within the next month. He questioned the proposal that was made to the City of Tigard concerning the cost of the storm sewer installation necessary. I told him that we would not expect the City to contribute to that cost but that later on we would contract for three signal installations and the City would be expected to contribute to the cost of those on the regular formula that has been worked out between the State and the League of Oregon Cities.

FBK:ms

cc Glenn L. Jackson
George M. Baldwin
Tom Edwards
E. S. Hunter
L. W. Rulien

NOTED
E. S. HUNTER

cc Hall, Young, Rulien } We are to call for bids at the Sept. letting.

RECEIVED
AUG 16 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

P. O. Box 02157

7838

Portland 97202

August 11, 1972

City of Tigard
P. O. Box 23557
Tigard, OR 97223

Attention Ms. Doris Hartig
City Recorder

Re: Proposed Improvement Highway 99W, Tigard
"Left-turn Lanes"

Gentlemen and Ms. Hartig:

The State Highway Division and the City of Tigard have been concerned for the safe and efficient movement of traffic on Highway 99W. They are presently concluding a cooperative project for upgrading signalization and it now appears desirable to provide sufficient median area to accommodate left-turning vehicles outside of the through-traffic lanes on the section of the highway from the Multnomah County line to SW Gaarde Street.

For uniformity of striping it will be necessary to overlay this entire section with asphaltic concrete. In addition there are some areas where it will be necessary to install storm drains, curbs, and some sidewalk to develop the necessary widths and yet accommodate everything that needs to move on or along the highway.

We are at this time refining our design and cost estimate for this work. When we have completed this work, we will contact you with further details; hopefully within a week or 10 days.

Very truly yours,

L. W. Rulien
Regional Engineer

NOTED
F. B. KLABOE

RECEIVED
AUG 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LWR/cr
bc F. B. Klaboe
E. S. Hunter
D. N. Harwell
R. T. Ewen

E-123

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AUG 10 1972

FOR FILING

7838

August 9, 1972
Salem, Oregon

Mr. L. W. Rulien
Region Engineer

D I V I S I O N

We wish to contract an improvement project on S. W. Pacific Highway through Tigard from the Washington County-Multnomah County Line southerly to about S. W. Gaarde Street. We would like to let the project as soon as the plans can be worked up.

Please do the necessary survey work for improving the road to a 62 foot cross section having 13 foot curb lanes, 11 foot inside lanes and a continuous 14 foot refuge.

An agreement will be required with the City to remove the parking on those sections now having parking and to get their financial participation on a cooperative basis for

1. Curbs and drainage where required on a 50-50 basis
2. Signals by the standard formula

The State will pay 100 percent of

1. A thin overlay where necessary
2. Signing
3. Striping

No right of way is to be purchased for this project.

If it is impossible to achieve a 62 foot cross section, we will settle for a 60 foot section.

A copy of Mr. George's report is attached for your information.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment
cc: F. B. Klaboe
Victor D. Wolfe
L. H. Young
L. E. George
H. S. Cox
George Baldwin

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
August 1972

COMPREHENSIVE TRAFFIC CONTROL
Tigard - ORE99W
I-5 to SW Watkins Avenue

The length of this section, starting from 64th Avenue on the easterly end through to the beginning of the divided section on the westerly end, is 2.87 miles. The average 1971 ADT throughout this section was approximately 23,000 vehicles. The accident history for the past five years is shown in the tabulation below, listed by year and type of accident:

Pacific Highway West - Hwy. No. 1
M.P. 7.0 to M.P. 10.4

Year	PED	ANG	HO	RE	SSM	SSO	TRN	PRK	NC	FO	BCK	MIS	Total
1967	3	9	4	106	1	24	59	2	2	9	8	5	232
1968	-	12	1	60	-	11	40	-	-	2	-	2	122
1969	-	5	1	56	-	6	29	1	2	4	2	-	106
1970	1	14	-	113	2	26	49	-	1	7	-	-	213
1971	1	10	3	130	3	10	52	-	5	10	1	2	226
TOTAL	5	50	9	475	6	77	229	3	10	32	11	9	916

The attached city map shows the section outlined in red that is under analysis for improved traffic control. Also shown, in blue, are existing signalized intersections.

Within the past two weeks, the project has been completed providing electrical interconnect between successive traffic signals such that movement of traffic on ORE99W in "platoons" of vehicles will be possible throughout the signalized section without the vehicles having to stop at each traffic signal. This work will result in a smoother flow of traffic throughout the section from the Fred Meyer Store to SW Johnson Street.

The decrease in friction of vehicular flow should result in a reduced number of rear-end collisions at the signalized intersections as well as the other types of accidents associated with lane-changing movements.

Field studies have indicated that it would be possible to install a continuous two-way, left-turn refuge starting with 64th Avenue on the easterly end and continuing through to the beginning of the divided section which starts at SW Gaarde Street; except that section from the easterly side of Johnson Street to Scoffins Street. In this section there are no driveways, streets or any other type of access. The omission of the left-turn lane through this section would not be detrimental to the flow of traffic.

Without major right-of-way acquisition only a 60-foot section can be developed. This results in lane widths that function, but not efficiently. No re-enforcement of the shoulder sub-base is included in the cost estimate.

There is a short section of existing parking, approximately 500 feet in length, easterly from 66th Avenue that would have to be prohibited to obtain the necessary width. The remainder of the entire section has existing parking prohibition such that adequate width can be developed.

In order to install and successfully operate the continuous two-way, left-turn lane, it is necessary to completely remove the existing striping. A portion of the section is PC concrete travel surface with some of the section at the westerly end and some at the easterly end of asphaltic concrete. Regardless of the material, it will be necessary to place at least a one-inch overlay in order to provide a new surface on which to install the striping required for the two-way, left-turn lane.

In addition, some adjustment in the existing traffic signals will be required because of the changed lane locations. At several locations there are short sections of widening construction that will be required to obtain the necessary pavement width.

An estimate of cost for accomplishing the installation of the two-way, continuous left-turn lane is as follows:

1.	Adjust & revise existing traffic signals . .	$ 35,000
2.	Asphaltic concrete overlay	150,000
3.	Pavement widening	60,000
4.	Striping & signing	5,000
	TOTAL	$ 250,000

The 1971 average accident rate for the entire section is 9.6 accidents per million vehicle miles. The statewide rate for the same type of facility is 10.65 accidents per million vehicle miles. On the basis of the accident rate this section is somewhat below average statewide; however, on the basis of total numbers of accidents indicated in the tabulation above, the section has been experiencing some difficulty.

It is the recommendation of this office that the continuous two-way, left-turn lane be installed as outlined in the report.

LEG:njc
8-4-72

RECEIVED
AUG 10 1972
FOR FILING
7808

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 8, 1972

TO E. B. Klaboe E. S. Hunter
Lloyd P. Shaw R. L. Schroeder
A. E. Johnson

FROM Tom Edwards
State Highway Engineer

SUBJECT Follow-up of August 8, 1972 Commission Meeting

On this date, the Highway Commission issued the following instructions to the staff:

1. Take no further action on the Cape Kiwanda matter until we get further advice from the Parks and Recreation Advisory Committee.

   Talbot - Please handle.

2. Work with the City of Tigard on the details of a continuous left-turn refuge on 99W through the city.

   Hunter and Harwell - Please handle (discuss with Klaboe first).

3. Approved naming the new highway bridge on US101 across the Chetco River for B. A. (Dot) Martin.

   Query - Please handle.

4. Agreed to meet in Mr. Baldwin's office on September 19 at 10:30 (following the next Commission meeting) to hear a preliminary report on the economic study being conducted by Dr. Fred Miller.

   Baldwin - Please handle.

5. Approved the staff recommendation not to sell any of the La Grande Regional maintenance site to Mr. Dave Baum.

   Shaw - Please handle.

FBK:ia

cc George M. Baldwin
Floyd Query
D. G. Talbot
D. N. Harwell
Gary Ross
Highway Commission

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

7938

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE

TO Oregon State Highway Commission — August 2, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Intersection Revision**
ORE99W and Gaarde Road - Tigard

Property developments in the vicinity of ORE99W and Gaarde Road have required a revision of this intersection in order to permit a safe flow of traffic to and from the highway.

The developer has agreed to pay all of the construction costs involved in the intersection revision as well as providing an indemnity agreement holding the State harmless from possible litigation involving some loss of access to adjacent properties. Construction will conform to State standards.

The agreement has been executed by the development company and an access easement has been executed for the property owners by the developer. A release has also been signed by the property owners involved waiving rights to access in order to prevent possible litigation involving the State.

The intersection revision will result in the construction of a deceleration lane and off-ramp from ORE99W into the adjacent parallel frontage road and also the establishment of a short section of a one-way traffic pattern on the frontage road. The overall effect will provide safer traffic operation for the area.

Your approval of this work and the authority for the Secretary to sign the indemnity agreement on your behalf is recommended.

This matter will be on the agenda for your consideration at the August 8 meeting.

LEG:vjc el
bc: Floyd Query
George Baldwin
F. B. Klaboe
R. L. Schroeder
L. E. George
L. W. Rullen

RECEIVED
MAY 25 1972

FOR FILING

7838

5t

4-4-72

April 10, 1972

City of Tigard
City Hall
Tigard, Oregon 97223

Attention: Doris Hartig
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4456

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement with the City of Tigard, Washington County, and the Oregon State Highway Commission for a controlled aerial reconnaissance study in the vicinity of Gaarde Street-Pacific Highway West intersection.

A fully executed copy of this agreement is being sent to Washington County and we are retaining the same for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox

RECEIVED
MAR 20 1972
FOR FILING

7838

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Cooperative Agreement

Washington County and the City of Tigard have executed a cooperative finance-survey agreement with the State for a controlled aerial reconnaissance study in the vicinity of the Gaarde Street-Pacific Highway West intersection.

The agreement stipulates that the State will conduct the study and prepare estimates of costs for probable solutions to the existing poor traffic flow condition. It is estimated that the engineering required will cost approximately $1,800 with the State, Washington County, and the City of Tigard sharing the expenses equally in the amount of $600 each.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the April 4 meeting.

bc: Floyd Query
George Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
F. L. Hall
Victor Wolfe
H. S. Cox
L. W. Rulien
Gary Ross
Gary Sund

MCH:ljt cg

FOR FILING

OREGON STATE HIGHWAY DIVISION

7838

P. O. Box 02157 Portland 97202 March 22, 1972

Mr. Al Stewart
S/J Development Company
6700 S.W. Varnes Road, Suite 124
Portland, Oregon 97223

Dear Sir:

We have reviewed the interim plan which you have proposed to facilitate the movement of traffic in the area between Gaarde Street and Bull Mtn. Road along Highway 99W. This is the plan that has evolved from discussions and meetings with the City of Tigard, Washington County, and the State Highway Division, and it consists of a southbound off ramp from Highway 99W to the frontal road and the severing of the connection of the frontage road to Gaarde Street, among other things.

We believe that this plan is acceptable to us providing that the actual details of construction are worked out and approved, that the costs of construction are borne by you, and that we are provided with a release from those property owners which now abut that portion of the frontage road that will be severed.

Upon receipt of copies of the release, we will proceed with securing for you the necessary approvals.

Very truly yours,

L. W. Rulien
Regional Engineer

LWR/cr
bc R. L. Schroeder
L. E. George
H. E. Woodward

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
7838

February 17, 1972
Salem, Oregon

Mr. L. W. Rulien
Regional Engineer
Milwaukie

Pac. Hwy

Traffic Conditions
-Bull Mountain Road and Gaarde Street
ORE99W
Tigard

DIVISION

19

You recently submitted material concerning possible traffic improvements at the intersections of ORE99W with Bull Mountain Road and Gaarde Street in Tigard.

The Traffic Section has made an analysis of these proposals, a copy of which is attached. The proposal at Gaarde Street creates certain problems involving traffic entering ORE99W on Bull Mountain Road. The report shows two possible alternate solutions for avoiding this problem. A field determination should be made as to which of the two possibilities is the more practical.

I would suggest you advise the City that any improvements at either of these locations involving the approach streets would be a matter of concern to be worked out cooperatively between the City and the developer and that the Highway Division would not have any financial interest in these projects. This statement would hold true for any work that might be required on our frontage road as a result of the developer's activities in the area.

R. L. Schroeder
Assistant State Highway Engineer

Attachment
cc: Tom Edwards
F. B. Klaboe
L. E. George

LEG:njc jf

T.2S. R.1W. W.M.
NE¼ Sec. 10

ORE 99W

PROPOSED 112th AVE.

FRONTAGE ROAD

BULL MTN ROAD

Const. App. Rd

Const. Frontage Road

Existing Portland Cem. Conc. Pvmt.

Remove P.C. Conc. Pvmt.

To be Topsoiled as directed

Fill over Exist. Pavts

Inst. Conc. Sight Pads

Inst. 18" Pipe - 58'

Const. Catch Basin Inst. 18" Pipe - 49'

Chandler Fruit Packing Plant (Conc. Block Bldg.)

Abandon Exist. 6" Pipe

Front. Rd. 169+75 Inst. 18" Pipe - 56'

Const. App. Rd

Front. Rd. Const. App. Rd

Const. Catch Basin Inst. 18" Pipe - 58' Str. Exc. 21 C.Y.

Const. Catch Basin Inst. 18" Pipe - 49' Str. Exc. 13 C.Y.

See Sheet 13 for Profile of Bull Mt. Road

800' V.C.

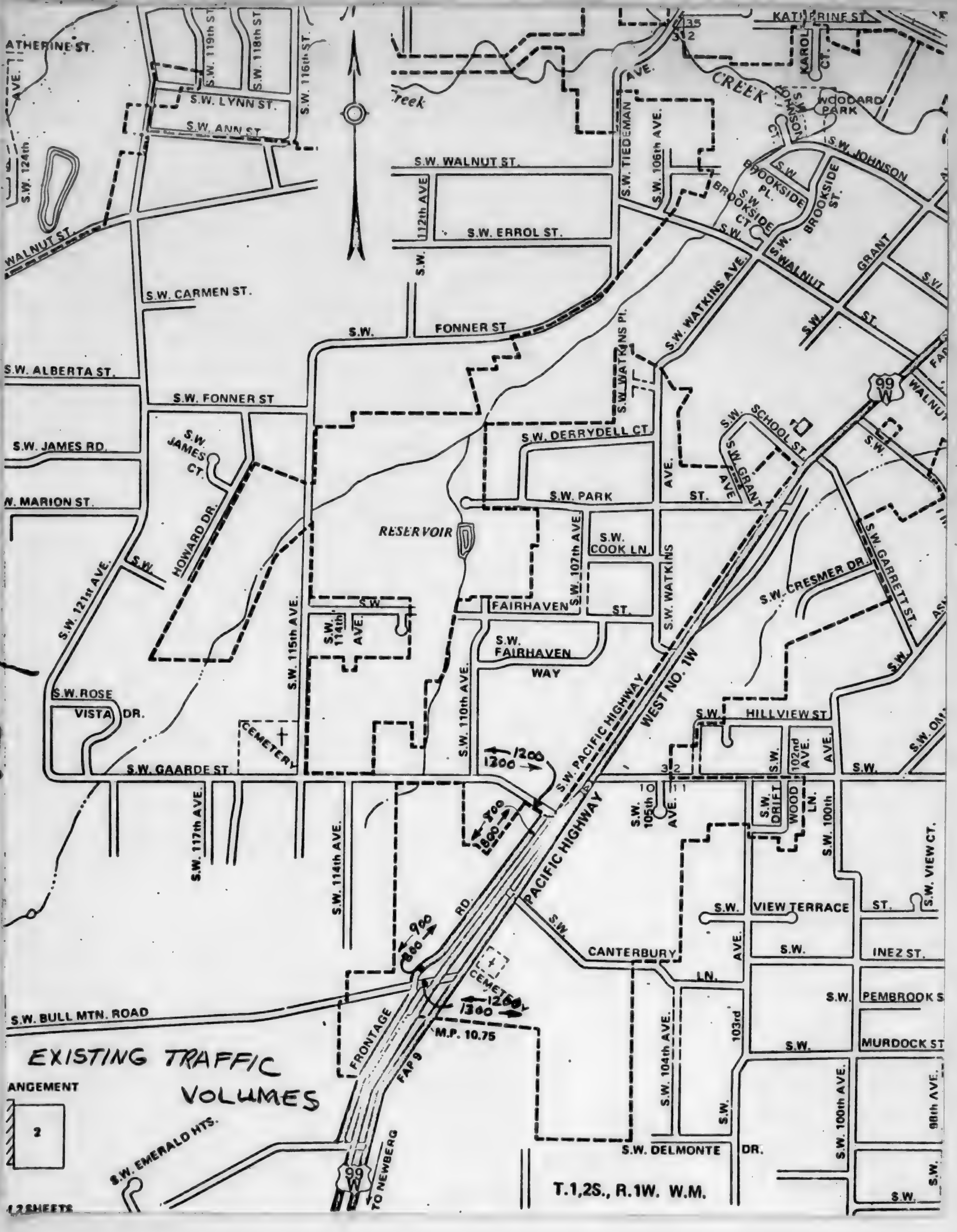
Island to be Topsoiled as directed

Remove Exist. Pavement

+5.10

+1.05

ATHERINE ST.
AVE.
S.W. 124th
WALNUT ST.
S.W. 119th ST.
S.W. 118th ST.
S.W. 116th ST.
S.W. LYNN ST.
S.W. ANN ST.
S.W. CARMEN ST.
S.W. ALBERTA ST.
S.W. JAMES RD.
S.W. JAMES CT.
W. MARION ST.
S.W. 121st AVE.
S.W. HOWARD DR.
S.W. ROSE
VISTA DR.
S.W. GAARDE ST.
CEMETERY
S.W. 117th AVE.
S.W. 115th AVE.
S.W. 114th AVE.
S.W. FONNER ST
S.W. WALNUT ST.
S.W. 112th AVE
S.W. ERROL ST.
S.W. 110th AVE.
S.W. 114th AVE.
RESERVOIR
S.W. 107th AVE
S.W. COOK LN.
FAIRHAVEN ST.
S.W. FAIRHAVEN WAY
S.W. DERRYDELL CT.
S.W. PARK ST.
S.W. TIEDEMAN AVE.
S.W. 106th AVE.
S.W. WATKINS PL.
S.W. WATKINS AVE.
S.W. WATKINS
S.W. PACIFIC HIGHWAY WEST NO. 1W
S.W. PACIFIC HIGHWAY
S.W. 105th AVE.
S.W. DRIFTWOOD LN.
S.W. 100th
S.W. VIEW CT.
S.W. VIEW TERRACE ST.
S.W. CANTERBURY LN.
S.W. 104th AVE.
S.W. 103rd
S.W. 100th AVE.
S.W. DELMONTE DR.
S.W. PEMBROOK
S.W. INEZ ST.
S.W. MURDOCK S
90th AVE.
S.W. BULL MTN. ROAD
CEMETERY
FRONTAGE RD.
FAP 9
M.P. 10.75
S.W. EMERALD HTS.
TO NEWBERG
99 W
T.1,2S., R.1W. W.M.
KATHERINE ST.
KAROL CT.
CREEK
WOODARD PARK
S.W. JOHNSON CT.
S.W. JOHNSON
S.W. BROOKSIDE PL.
S.W. BROOKSIDE CT.
S.W. BROOKSIDE ST.
S.W. GRANT AVE.
S.W. GRANT ST.
S.W. SCHOOL ST.
S.W. CRESMER DR.
S.W. GARRETT ST.
S.W. HILLVIEW ST.
S.W. 102nd AVE.
112th Ave (proposed)
alternates
One-Way (proposed)
ANGEMENT
2


ATHERINE ST.
AVE.
S.W. 124th
S.W. 119th ST.
S.W. 118th ST.
S.W. 116th ST.
S.W. LYNN ST.
S.W. ANN ST.
WALNUT ST.
S.W. WALNUT ST.
S.W. TIEDEMAN AVE.
S.W. 106th AVE.
KATHERINE ST.
KAROL CT.
CREEK
S.W. JOHNSON CT.
WOODARD PARK
S.W. JOHNSON
BROOKSIDE PL.
S.W. BROOKSIDE CT
S.W. BROOKSIDE ST.
112th AVE
S.W. ERROL ST.
S.W. CARMEN ST.
S.W. FONNER ST
S.W. WATKINS AVE.
S.W. WATKINS PL.
S.W. GRANT ST.
S.W. ALBERTA ST.
S.W. FONNER ST
99W
S.W. JAMES RD.
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S.W. DERRYDELL CT
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S.W. COOK LN.
S.W. 107th AVE
S.W. 121st AVE.
HOWARD DR.
S.W. 115th AVE.
S.W. 114th AVE.
FAIRHAVEN
S.W. FAIRHAVEN WAY
S.W. WATKINS
S.W. GARRETT ST.
S.W. CRESMER DR.
S.W. ROSE VISTA DR.
CEMETERY
S.W. PACIFIC HIGHWAY WEST NO. 1W
S.W. HILLVIEW ST
S.W. 102nd AVE.
1200
1300
S.W. GAARDE ST.
S.W. 117th AVE.
S.W. 114th AVE.
S.W. 105th AVE.
S.W. DRIFTWOOD LN.
S.W. 100th
S.W. VIEW CT.
700
1800
PACIFIC HIGHWAY
S.W. VIEW TERRACE ST.
900
800
RD.
S.W. CANTERBURY LN.
S.W. INEZ ST.
CEMETERY
1200
1300
S.W. BULL MTN. ROAD
M.P. 10.75
FRONTAGE
FAP 9
S.W. PEMBROOK S
S.W. MURDOCK ST
S.W. 104th AVE.
103rd
S.W. 100th AVE.
98th AVE.
EXISTING TRAFFIC VOLUMES
ANGEMENT
2
S.W. EMERALD HTS.
99W
TO NEWBERG
S.W. DELMONTE DR.
T.1,2S., R.1W. W.M.
12 SHEETS

ESTIMATED TRAFFIC VOLUMES

ANGEMENT

2

T.1,2S., R.1W. W.M.

2 SHEETS

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 27, 1972

SUBJECT: Traffic Improvements
99W Intersections with
Bull Mtn. Road and Gaarde Street
Tigard

To: Mr. R.L. Schroeder
Assistant State Highway Engineer
State Highway Building
S A L E M

The Canterbury Shopping Center development, near the subject location, has caused concern for a safe and efficient movement of traffic along the frontal road and also at the intersections of Highway 99W with Bull Mtn. Road and Gaarde Street. There have been previous meetings and correspondence on this matter and we have, as a result, cooperatively signalized the intersection of 99W and Bull Mtn. Road.

The City is currently requesting, on a three-party basis, that the City, State, and County share a reconnaissance-type estimate of a realignment of Gaarde Street. In the meantime, they have placed a moratorium on future development in the immediate area. However, the developer has made interim proposals and has requested our reaction. Their proposal is to one-way (away from the highway) Gaarde Street and the northerly end of the frontal. They would construct, as shown in orange, a proposed two-way S.W. 112th Avenue. Consequently, traffic on Gaarde Street that wanted to enter the highway would do so via S.W. 112th and the Bull Mtn. Road intersection.

We are pursuing the matter of getting sufficient traffic data to analyze the area adjacent to the Bull Mtn. signal. However, I would appreciate your reaction to this general scheme and in particular whether or not we would raise objections to it, assuming the City was in favor and our study showed that the Bull Mtn. Road intersection would function.

The ultimate correction would be a realignment of Gaarde Street, as shown in dashed red, and probably a realignment of the northerly end of our frontage road into Gaarde Street farther removed from the Pacific Highway. Please advise.

L.W. Rulien
Regional Engineer

LWR:cr:sdl
Attachment
CC: L.E. George
H.E. Woodward

RECEIVED
JAN 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

GP 52478-734

LEGEND

[redacted] TWO-WAY FACILITY

TEMPORARY ONE-WAY FA

UD

-WAY FACILITY

PORARY ONE-WAY FACILITY

1"=50

GAARDE ST
MS

TERRACE

APART

CANTERBURY

TERRACE APARTMENTS

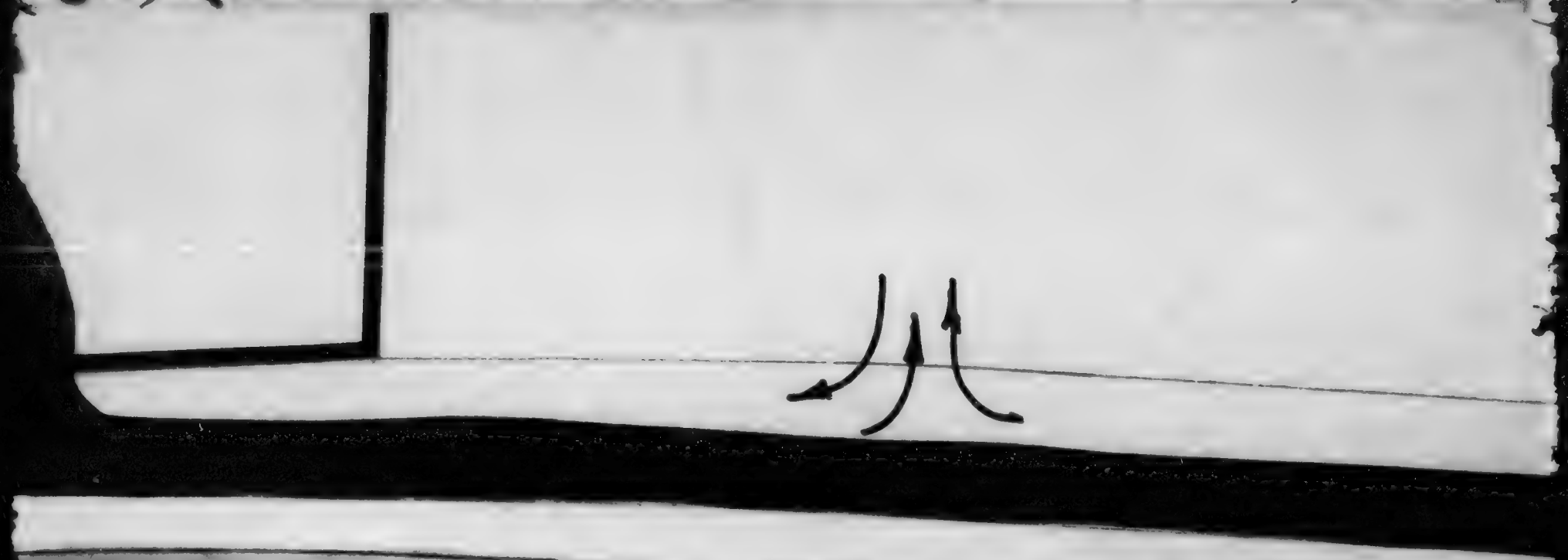
RY

PROPOSED REALIGNMEN

PROPOSED ONE-WAY

PROPOSED REALIGNME

PROPOSE

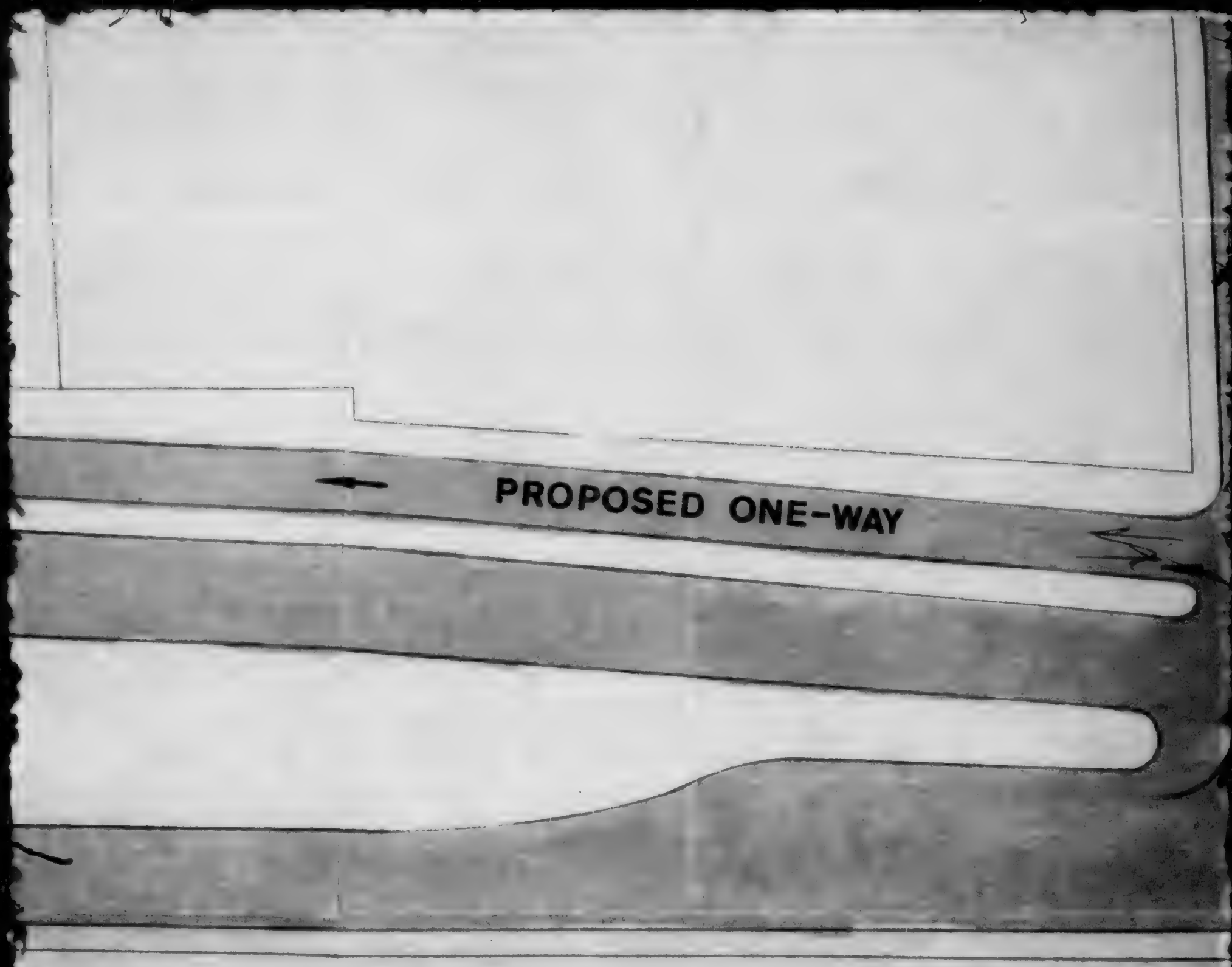


SW PACIFIC HIG

SED TRAFF

HIGHWAY

FFIC FLOW



W

THE M
ENVIR

ECOSYSTEMS

MURRAY-McCORMICK
RONMENTAL GROUP

MS ANALYSIS • PLANNING • ARCHITECTURE • ENGINEERING

SW McDONALD ST

RUNWAY

CORMICK GROUP

ARCHITECTURE • ENGINEERING

TIGARD
JA 17 1972
FOR FILING

17838

CITY OF TIGARD

P. O. Box 23557
12420 S. W. Main
Tigard, Oregon 97223

January 13, 1972

Richard Milbrodt
C.A.O.
Washington County Courthouse
Hillsboro, Oregon 97123

Dear Dick:

The Tigard City Council at its meeting Monday evening January 10th adopted on second reading an ordinance establishing a moratorium on issuance of building permits in the vicinity of S.W. Gaarde Street and S.W. Pacific Highway. On the same agenda a second ordinance was adopted amending the previous ordinance to include a variance procedure and establishing July 15, 1972 as the termination date of the moratorium. I am enclosing copies of each ordinance for your review.

As we discussed in my office last week, the effect of these ordinances applies only to the incorporated portions of land described in exhibit "A". A majority of the land, which if developed, would contribute to the traffic problem at the intersection of Gaarde and 99W is unincorporated. The City Council has therefore asked me to request the county's consideration of this matter with the hope that a companion measure could be adopted as policy by the board of commissioners. We are founding this moratorium on the basis of an adopted Tigard Community Plan and a Traffic Safety Study that more than adequately inventories road conditions, hazards, traffic volumes and suggests improvements on a priority basis. It is my personal belief that the policies and statements set forth in these documents are just as applicable to the unincorporated areas as they are to those lands within the City. Your consideration of this request is invited as soon as possible.

Additionally, the City feels strongly that constructive progress must be made on the permanent solution to the traffic problem. I believe that we have outlined in previous correspondance our desire to see a realignment of S.W. Gaarde Street in order to provide for a signalized intersection with 99W at a point opposite of S.W. McDonald Street.

I have requested Larry Rulien to provide a rough estimate for the cost of doing a preliminary design of such a permanent improvement. Larry has informally suggested that a "controlled aerial" preliminary engineering design could be accomplished for approximately $1800.00. The Tigard City Council has authorized me to commit one third of that amount to initiate the design work. I am with this letter requesting the County and State to indicate their concurance and willingness to participate on the basis of each agency bearing one third of the cost. By separate letter I'm requesting the State Highway Division to prepare a contract to this effect for endorsement by the City and County.

Prospective apartment developers of the land immediately behind the Canterbury Shopping Center presented an interim proposal for consideration at the Council meeting Monday evening. The same developers have notified us of their intent to file for a variance as provided for in the amended moratorium ordinance. Their proposal includes construction of a street running from Gaarde Street through the apartment complex to the State frontage road just south of Canterbury Shopping Center. I am enclosing a copy of their proposal for your review and comment. Please note that their proposal indicates several modifications to the existing traffic pattern in order to provide temporary relief to the intersection problems at Gaarde & 99W. These include several "one way" modifications that would eliminate east bound traffic on Gaarde between the proposed new 112th Street and the highway. It appears to the City of Tigard that this scheme has merit and should be considered by the County, State and City as a possible interim measure.

The Tigard City Council will hold a hearing on the adopted ordinance and the variance request at its meeting Monday evening January 24th. I will call each of you and attempt to establish a meeting date for use to get together and further discuss these issues prior to that date.

Sincerely,

Stephen M. Telfer
City Administrator

SMT:lm

Enclosures

CC: Robert McDougald, Wash. Co. Planning Dir.
Ken Meng, Wash. Co. Dir. of Public Works
Edward Sullivan, Wash. Co. Counsel
Larry Rulien, Region Engineer, State Hwy. Div.
Fred Klaboe, Deputy State Hwy. Eng.
Fred Anderson, City of Tigard Attorney

FORM B-30-X 12-67

7838

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 5, 1972

To: MEMO TO THE FILE

SUBJECT: Request for Survey
City of Tigard

Mr. Steve Telfer, Manager, City of Tigard, asked if the Highway Division could undertake a survey for the relocation of Gaarde Road adjacent to Highway 99W in the southerly portion of Tigard. He indicated that a survey is needed to develop a project which would relocate Gaarde Road opposite McDonalds and which would also relocate the frontage road in the vicinity of the Canterbury Shopping Center. Three public jurisdictions would have an interest in this work, the City, the State, and the County.

After review it was determined that a shotgun-type estimate from an uncontrolled aerial flight could possibly be developed for $800, and that a more detailed estimate from a controlled flight would probably cost about $1,800. I indicated that I thought that we could do the work, if requested, and would also consider some form of three-party financing. He was going to check with Mr. Milbrout of Washington County and present us with a request and proposition.

L. W. Rulien
Regional Engineer

LWR/er
cc: E. S. Hunter
H. S. Cox
R. L. Schroeder
H. E. Woodward

RECEIVED
JAN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7839 Lost Cr. Br. Sec. of the Willamette 1972
Hwy. east of Eugene
(Bridge repair)

10-1 4-25-74

STATE COPY

cc: OSHD (H S Coulter)
Wash DC

U

TMENT OF TRANSPORTATION
. HIGHWAY ADMINISTRATION

cst

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
April 25, 1974	T. P. Lowe, Area Engineer		ER-279(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
May 25, 1973	July 25, 1973	88 %	120
APPROVED EXTENSIONS	**LOCATION**		
None	SR-58, 9.51 miles southeast of Goshen, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

APR 30 1974

REGIONAL OFFICE

LOST CREEK BRIDGE
Flood Damage Repair

Project authorization and final costs are listed below:

Item	Final Cost	Authorized Funds
P.E.	4,027	1,500
Temporary Work	18,030	16,804
Permanent Work	21,967	25,000
TOTAL	$44,024	$43,304

NOTED
H.S. COULTER

RECEIVED
MAY 1 1974
Office of
Assistant State Highway Engineer

5-1-74
cy const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. Lowe T. P. LOWE		SIGNATURE Original signed by G. K. Hossner G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 4-26-74	TITLE District Engineer	DATE APR 30 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7839

March 29, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ER-279(1)

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7839 Work Completed May 25, 1973

Project Lost Creek Bridge

Highway Willamette

County Lane

Acceptance: Transportation Commission July 25, 1973

Federal Highway Administration June 6, 1973

All participating work on this project has been completed.

Temporary Repairs: Work completed June 19, 1973

Attached are all necessary supporting documents required by your office.

Final acceptance of this project is requested.

BMW:dg

cc V. E. Skoog

7839

August 22, 1973

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

On July 27, 1973, we wrote to you concerning release of final payment on Contract No. 7839 awarded to F. G. Scott Construction Co. for bridge repair on the Lost Creek Bridge Section of the Willamette Highway in Lane County.

Final payment on this contract is $928.31 and the total contract amount is $18,566.20. No work was performed under force account.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

td
cc F. G. Scott Construction Co.
3660 Brookside Road
Salem, Oregon 97305

Argonaut Insurance Company
707 S. W. Washington
Portland, Oregon 97205
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
A. Shirley

NOTED ON CARD
8-22-73 TD.

7839

S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 25, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe, Administrator & State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7839, Work Completed May 25, 1973

Project Lost Creek Bridge

Highway Willamette, County Lane

Type of Work Bridge Repair

Contractor W. G. Scott Construction Company

Recommended Acceptance Date July 25, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

VG:dqk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7839 Report No. 36 5

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Lost Creek Bridge	WEEK ENDING: June 22, 1973
		SECTION PREFIX: 20-1059
	HIGHWAY: Willamette	COUNTY: Lane
NAME OF JOB: Lost Creek Bridge	KIND OF WORK: Bridge Repair	
CONTRACTOR: F. G. Scott Construction Co.	CONTRACT NUMBER: 7839	FEDERAL AID PROJECT NUMBER: [illegible]-279(1)
DATE OF CONTRACT: 10-4-72	DATE WORK STARTED: 10-18-72	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 120	WORK DAYS USED: CALENDAR DAYS USED 105
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 88%
PROJECT AUTHORIZATION: $ 21,361.12	ENGINEERING AUTHORIZATION: $ 1,865.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 19,495.52	ENGINEERING COST TO DATE: $ 3,050.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,566.20	PERCENT OF AUTHORIZATION: 163 %	DATE PROJECT WAS COMPLETED: May 25, 1973
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 4.8 %		

Semi-Final to be submitted June 21, 1973.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	0768						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6/17/73	
MONDAY 6/18/73	No Activity.
TUESDAY 6/19/73	Working on Semi-Final.
WEDNESDAY 6/20/73	Working on Semi-Final.
THURSDAY 6/21/73	Submitting Semi-Final.
FRIDAY 6/22/73	No activity.
SATURDAY 6/23/73	

REMARKS

Semi-Final submitted June 21, 1973.

SIGNED Ellis H. Jones LOCATION Eugene, Oregon

Ellis H. Jones, Resident Bridge Engineer

RESIDENT SUBMIT 3 COPIES WHEN GIRDER AND DECKING BOTH ARE INVOLVED SUBMIT 2 COPIES

7839

STATE COPY

FORM PR-338 (REV. 3-68)

OSHD (Coulter)
Region
Wash DC

6-17-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Lane	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6/19/73	T. P. Lowe, Area Engineer 7839	ER-279(1)

IN COMPANY WITH
J. X. Wilson and L. S. Jones, OSHD

QUALITY OF WORK *	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	88 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

LOST CREEK BRIDGE
Flood Damage Repair

1. **Scope of Inspection**

This inspection involved a review of the completed work in the field.

2. **Summary of Findings and Recommendations**

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and extra work and acceptance is recommended.

The contractor had completed grouting of the cracked girders as required. Cores taken from the girders indicate that the epoxy grout obtained nearly full penetration.

COPY SENT

JUN 1 1973

REGIONAL OFFICE

6-29-73 cy Coulter

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

7839

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project No. ER-279(1)

SUBJECT Request Contract Acceptance

Contract 7839, Work Completed May 25, 1973

Project Lost Creek Bridge

Highway Willamette

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 6, 1973

Conditions not acceptable: None

RECEIVED
STATE HWY ENGR
JUN 26 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

drug. 6-27-73

6-28-73 cy Coulter.

NOTED
A. E. JOHNSON

G. K. Hoosner for
Glen L. Green
Division Engineer

NOTED
H. S. COULTER

cc: F. B. Klaboe
L. H. Young
V. Gallagher

7839

18

December 13, 1972

Division of State Lands
502 Winter St., N.E.
Salem, Oregon 97310

Attention: Mrs. Jan Haley

Dear Jan:

The work is completed on Lost Creek and there will be no need to renew the permit.

Very truly yours,

F. L. Hall
Design Engineer
By:

Donald L. Trout
Design Office Engineer

DT:jh

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 13 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Lost Creek
Lane County

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

Expires: 12-1-73

MATERIAL REMOVAL PERMIT NO. 0873

OREGON STATE HIGHWAY DIVISION
(Highway Job No. 54)

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

December 1, 1972
Date

Anniversary Date: December 1

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 0873

( ) 1. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

( ) 2. The river will not be diverted from its present channel.

( ) 3. Following the removal of material, the stream in the removal area shall be returned (1) __ to a single channel, or (2) __ to its original channel.

( ) 4. All potholes or removal pits will be leveled or connected to the river upon completion of a season's work or when fish become trapped.

( ) 5. Dikes shall be constructed in a fashion so as to prevent abnormal washing of stream banks.

( ) 6. No dike construction, channel change or operation of equipment shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

(XX) 7. The operation shall be conducted behind a berm or sheet piling sufficient to isolate the operation from the free-flowing stream and prevent a turbidity increase in the stream of more than 5 JTU's over stream background.

(XX) 8. No equipment shall be operated in the active flowing stream, except to construct and maintain berm.

( ) 9. No material shall be removed from permit area between the period of _____ without prior written approval of the Division of State Lands, or as outlined in Special Conditions below.

( ) 10. Material shall not be removed to a depth greater than _____ feet __ above, __ below the floor of the adjacent stream bed.

Others:

( ) 11. _____

( ) 12. _____

December 1, 1972

Job Name: Lost Creek Bridge
Section
Willamette Highway
Lane County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: _____
Corporate Name or Individual (Please Print)

_____
Address Zip Telephone No.

RECEIVED
1972
DIVISION OF STATE LANDS

_____
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable) _____
Corporate Name or Individual (Please Print)

_____
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riprap and riverbed material.

b) Estimated Quantity (Removal) over 50 cu. yds. (Fill) _____.

c) Method of Removal and/or Fill Appropriate earthmoving equipment. _____.

d) Purpose ~~and Proposed Use~~ of Removal and/or Fill Bridge repair _____.

e) ~~Source of Fill Material (If Applicable)~~ _____.

f) ~~Disposition of Materials Removed (If Applicable)~~ _____.

g) Proposed Period of Activity. Removal _____.

Fill _____.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations. _____.

Location.

a) Name of Stream as Listed on Map Lost Creek.

b) Tributary of Middle Fork Willamette River.

c) Located in See plans title sheet of Section 8 Twp. 19S R. 1W.
(Legal Description)

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

Lost Creek
Lane County

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

Expires: 12-1-73

MATERIAL REMOVAL PERMIT NO. 0373

OREGON STATE HIGHWAY DIVISION

(Highway Job No. 54)

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

December 1, 1972
Date

Anniversary Date: December 1

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 0873

( ) 1. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

( ) 2. The river will not be diverted from its present channel.

( ) 3. Following the removal of material, the stream in the removal area shall be returned (1) __ to a single channel, or (2) __ to its original channel.

( ) 4. All potholes or removal pits will be leveled or connected to the river upon completion of a season's work or when fish become trapped.

( ) 5. Dikes shall be constructed in a fashion so as to prevent abnormal washing of stream banks.

( ) 6. No dike construction, channel change or operation of equipment shall be done in the active flowing stream from _____ _____ without prior written approval from the Division of State Lands.

(XX) 7. The operation shall be conducted behind a berm/sufficient or sheet piling to isolate the operation from the free-flowing stream and prevent a turbidity increase in the stream of more than 5 JTU's over stream background.

(XX) 8. No equipment shall be operated in the active flowing stream, except to construct and maintain berm.

( ) 9. No material shall be removed from permit area between the period of _____ without prior written approval of the Division of State Lands, or as outlined in Special Conditions below.

( ) 10. Material shall not be removed to a depth greater than _____ feet __ above, __ below the floor of the adjacent stream bed.

Others:

( ) 11. _____

( ) 12. _____

December 1, 1972

USHD Permit No. 54

Job Name: Lost Creek Bridge
Section
Willamette Highway
Lane County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: _____ (Please Print)
Corporate Name or Individual

_____
Address Zip Telephone No.

_____ (Title)
Signature of Contractor

Name of Sub-Contractor: _____ (Please Print)
(If applicable) Corporate Name or Individual

_____
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riprap and riverbed material.

b) Estimated Quantity (Removal) over 50 cu. yds. (Fill)

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and Proposed Use~~ of Removal and/or Fill Bridge repair.

e) ~~Source of Mix Materials (If Applicable)~~

f) ~~Disposition of Materials Removed (If Applicable)~~

g) Proposed Period of Activity. Removal _____.

Fill _____.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Lost Creek.

b) Tributary of Middle Fork Willamette River.

c) Located in See plans title sheet (Legal Description) of Section 8 Twp. 19S R. 1W.

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

FROM DIVISION OF STATE LANDS

Highway Job No.: 54
Job Name: Lost Creek Bridge Section
Willamette Highway
Lane County

ATTACHMENT "A"

REVISED PRELIMINARY

Special Conditions checked apply to Material Removal Permit No. 0873

( ) 1. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

( ) 2. The river will not be diverted from its present channel.

( ) 3. Following the removal of material, the stream in the removal area shall be returned (1) __ to a single channel, or (2) __ to its original channel.

( ) 4. All potholes or removal pits will be leveled or connected to the river upon completion of a season's work or when fish become trapped.

( ) 5. Dikes shall be constructed in a fashion so as to prevent abnormal washing of stream banks.

( ) 6. No dike construction, channel change or operation of equipment shall be done in the active flowing stream from _____ _____ without prior written approval from the Division of State Lands.

(X) 7. The operation shall be conducted behind a berm or sheet piling sufficient to isolate the operation from the free-flowing stream and prevent a turbidity increase in the stream of more than 5 JTU's over stream background.

( ) 8. No equipment shall be operated in the active flowing stream, except to construct and maintain berm.

( ) 9. No material shall be removed from permit area between the period of _____ without prior written approval of the Division of State Lands, or as outlined in Special Conditions below.

( ) 10. Material shall not be removed to a depth greater than _____ feet __ above, __ below the floor of the adjacent stream bed.

Others:

( ) 11. _____

( ) 12. _____

October 10, 1972

Hall
A. Olson
Copy Terpin
Scott
Copy Swenson
R. Olson
Trout VT

RECEIVED
OCT 11 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Copy to Bridge Sec

Prefix 20-1059-900P

From - Division of State Lands

Highway Job No.: 54
Job Name: Lost Creek Bridge
Section
Willamette Highway
Lane County

ATTACHMENT "A"

PRELIMINARY

Special Conditions checked apply to Material Removal Permit No. 0873

( ) 1. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.

( ) 2. The river will not be diverted from its present channel.

( ) 3. Following the removal of material, the stream in the removal area shall be returned (1) __ to a single channel, or (2) __ to its original channel.

( ) 4. All potholes or removal pits will be leveled or connected to the river upon completion of a season's work or when fish become trapped.

( ) 5. Dikes shall be constructed in a fashion so as to prevent abnormal washing of stream banks.

( ) 6. No dike construction, channel change or operation of equipment shall be done in the active flowing stream from _____ _____ without prior written approval from the Division of State Lands.

(xx) 7. The operation shall be conducted behind a berm or coffer dam sufficient to isolate the operation from the free-flowing stream and prevent a turbidity increase in the stream of more than 5 JTU's over stream background.

(xx) 8. No equipment shall be operated in the active flowing stream, except to construct and maintain berm.

( ) 9. No material shall be removed from permit area between the period of _____ without prior written approval of the Division of State Lands, or as outlined in Special Conditions below.

( ) 10. Material shall not be removed to a depth greater than _____ feet __ above, __ below the floor of the adjacent stream bed.

Others:

(xx) 11. There shall be no work done in the active flowing stream from September 1 to February 1 without prior written approval of the Division of State Lands. (Game)

( ) 12. _____

September 15, 1972

Copy

Copy

RECEIVED
SEP 26 1972
DESIGN SECTION

Requires Reply
Requires Approval
Other

OSHD Permit No.: 54
Job Name: Lost Creek Bridge
Section
Willamette Highway
Lane County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: _____
Corporate Name or Individual (Please Print)

_____
Address Zip Telephone No.

_____
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicaole) _____
Corporate Name or Individual (Please Print)

_____
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riprap and riverbed material.

b) Estimated Quantity (Removal) over 50 cu. yds. (Fill)

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and Proposed Use~~ of Removal and/or Fill Bridge repair.

e) ~~Source of Fill Material (If Applicable)~~

f) ~~Disposition of Material Removed (If Applicable)~~

g) Proposed Period of Activity. Removal _____.

Fill _____.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Lost Creek.

b) Tributary of Middle Fork Willamette River.

c) Located in See plans title sheet of Section 8 Twp. 19S R. 1W.
(Legal Description)

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

OSHD Permit No.: 54
Job Name: Lost Creek Bridge
Section
Willamette Highway
Lane County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: F G Scott Const. Co.
Corporate Name or Individual (Please Print)

3680 Brooklake Rd NW Salem OR 97305
Address Zip Telephone No.

Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is riprap and riverbed material.

b) Estimated Quantity (Removal) over 50 cu. yds. (Fill)

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose ~~and Proposed Use~~ of Removal and/or Fill Bridge repair.

e) ~~Source of Fill Material (If Applicable)~~

f) ~~Disposition of Material Removed (If Applicable)~~

g) Proposed Period of Activity. ~~Removal~~ Awarded Oct 4, 1972
~~Fill~~ Time 120 calendar days.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Lost Creek.

b) Tributary of Middle Fork Willamette River.

c) Located in See plans title sheet (Legal Description) of Section 8 Twp. 19S R. 1W.

d) Map - Contractor's Plans

Mail to: Mr. Frank Hall, Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

#17839 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-10-7		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
3	10-31-72	Lane
		PROJECT NO. ER-279(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 58 9.51 mi. S.E. of Goshen (MP 9.51)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-11-72	0.00
RIGHTS-OF-WAY		
CONSTRUCTION Perm.	9-13-72	
CONSTRUCTION Temp.	1-11-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 33,651	$ 33,651

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for E. L. Green

Date executed by Division Engineer OCT 31 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ER-279(1)

LOST CREEK BRIDGE SECTION

WILLAMETTE HIGHWAY IN LANE COUNTY

Salem, Oregon, October 19, 1972

Project agreement estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 4,000.00
Type Code X020			
Temporary Repair (MP 9.51)			
Labor	All Required		$ 5,093.00
Equipment	All Required		1,180.00
Materials	All Required		5,766.00
Outside Equipment	All Required		4,765.00
	Total		$ 16,804.00
Type Code X020			
Permanent Restoration Bridge #6768A (MP 9.51)			
Temporary Protection & Direction of Traffic	All Required (90%)		$ 900.00
Bridge Removal Work	All Required		3,018.00
Shoring, Cribbing, etc.	All Required (90%)		3,058.20
Structure Excavation	32 cu. yd.	50.00	1,600.00
Structure Excavation below Elevation Shown	4 cu. yd.	50.00	200.00
Class "A" Concrete (32 cu. yd.)	All Required (31%)		1,190.40
Reinforcement (2,500 lb.)	All Required (40%)		320.00
			$ 10,286.60
Flagging (60% of Contractor's cost)	All Required (70%)		$ 350.00
Temporary Erosion Control	All Required (70%)		70.00
			$ 420.00
	Subtotal		$ 10,706.60
	Engr. & Cont.		2,140.40
	Total		$ 12,847.00

Length of Structure - - - 0.036 mile

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 4,000.00	$ 4,000.00
Temporary Repair	16,804.00	16,804.00
Permanent Restoration	12,847.00	12,847.00
	$ 33,651.00	$ 33,651.00

Group 1 - 64% Group 9 - 36%

Contract No. 7839

Prefix: 20-1059

Prefix P.E.: 38-1445

Temporary Restoration: 20-4401-152A

LOST CREEK BRIDGE SECTION

NONPARTICIPATING-STATE WORK

Temporary Protection and Direction of Traffic	All Required (10%)		$ 100.00
Shoring, Cribbing, etc.	All Required (10%)		339.80
Structure Excavation	38 cu. yd.	50.00	1,900.00
Structure Excavation Below Elevation Shown	6 cu. yd.	50.00	300.00
Class "A" Concrete (32 cu. yd.)	All Required (69%)		2,649.60
Reinforcement (2,500 lb.)	All Required (60%)		480.00
			$ 5,769.40
Flagging	All Required (30%)		$ 150.00
Temporary Erosion Control	All Required (30%)		30.00
Riprap, Bent 2	All Required		2,000.00
			$ 2,180.00
			$ 7,949.40

RECEIVED
NOV 7 - 1972

FORM PR-33A
(REV. 3-68)

cc: OSHD. (A E Johnson)
Region
Wash DC
Area Engr Lowe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No.	Report No.	County	Division
10	1	Lane	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
10/24/72	R. W. Pillsbury, Bridge Engineer		I.R.-279(15)

In Company With
Ellis Jones, Res Engr, OSHD.

Location
On State Hwy 58 across Lost Creek 1 mile west of Dexter, Oregon.

Contractor Name and Address
E. G. Scott Construction Co., Salem, Oregon

Award Date	Contract Amount	Time Employed	Time Started
10/4/72	$16,056.00	120 cal. days	10/26/72
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work In Progress**
Satisfactory	Satisfactory	0 %	5%

STATE HWY ENGR
OCT 31 '72
REFER TO
FOR
Work Started 10/18/72
Init. | Invest. | R/D | O/R | Sign | Act | File

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
				NOTED A. E. JOHNSON	

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
RCDG	X020	0.036 (190')

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

COPY SENT

Bridge 10-31-72

LOST CREEK BRIDGE

OCT 30 1972

REGIONAL OFFICE

The project provides for the reconstruction of Bent 2 which washed out in the January floods and on a nonparticipating basis the construction of concrete cut-off walls around the Bent 3 footings.

The only work in progress was at Bent 3 where the cut-off wall excavation was done. The old footings are setting on top of the hard blue sandstone without keys or dowels. The new work should provide adequate lateral strength. No work has been started at Bent 2.

Cracks are still evident in the longitudinal beams and diaphragms caused when the bridge settled during the flood. These didn't close when the bridge was jacked up and should be filled with epoxy grout. The cracks average 1/32".

10-31-72 Johnson

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

5

RECEIVED
OCT 6 - 1972

7839

October 5, 1972

F. G. Scott Construction Company
3680 Brooklake Road
Salem, Oregon 97303

Gentlemen

The State Highway Commission on October 4, 1972, accepted your proposal on the Lost Creek Bridge Section of the Willamette Highway in Lane County for the sum of $16,056 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7839.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Wood, Secretary
OREGON STATE HIGHWAY COMMISSION

ha

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
C. T. Keasey
Walt Hart
L H. Young
Attn Vince Gallagher
W. E. Schwartz
Ellis Jones
William Geibel (SAIF)

RECEIVED
OCT 1972
FOR FILING

7838

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 29, 1972

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Lost Creek Bridge
Willamette Highway
Lane County
Bridge No. 6768A
Construction Time Limitation by Game Commission

NOTED
A. E. JOHNSON

Approval of the subject project by the Division of State Lands included a restriction against work in the active-flowing stream from September 1 to February 1 without prior written approval of the Division of State Lands.

Inquiries to the Division of State Lands indicated the restriction was imposed by the Game Commission. In order to clarify this restriction I called Mr. Koski, Fishery Staff Specialist for the State Game Commission. He in turn checked with his staff, who are sending a revised restriction to the Division of State Lands.

This revision will contain words to the effect that water quality must be maintained through use of protective berms or other means. A revised statement should be received from the Division of State Lands in the near future.

RWE/ag

cc A. E. Johnson
C. G. Swenson
J. Versteeg
Ellis Jones
A. A. Rear
L. L. Wallace
R. Royer
Mr. Koski-Game Commission

RECEIVED
OCT 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1972

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

7839 7-272

FEDERAL AID PROJECT NO.
ER-279(1)

STATE PROJECT NO.
LOST CREEK BRIDGE

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
ER-38

COUNTY NAME
LANE

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED
SEPTEMBER 13, 1972

DATE AUTHORIZATION EFFECTIVE
SEPTEMBER 13, 1972

FEDERAL ROUTE NUMBER
PRIMARY ROUTE #29

STATE ROUTE NUMBER
STATE PRIMARY ROUTE #18

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $350.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $70.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION
[X] OTHER (Specify) CONTRACTOR'S FLAGGING $350.00
TEMPORARY EROSION CONTROL $70.00

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
B. KLABOE

REMARKS
MR. YOUNG'S SEPTEMBER 13, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THE WORK AS QUICKLY AS POSSIBLE AND THEREFORE APPROVE A TWO WEEK ADVERTISEMENT PERIOD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

9-21-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-20-72	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 19, 1972

In reply refer to: 10-35-FA/
710.17

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

7837

SUBJECT: Oregon - 1972 Emergency Relief Program

The following program items are approved effective September 7, 1972:

Item	Project	Location	Work	Amount
34	ER-276(1)	Barton Bridge	PE & Reconstruction	$ 15,853
36	ER-278(1)	Willamette River-Orleans Sec.	PE & Emergency Repairs Only	4,268
38	ER-279(1)	Lost Ck. Bridge	PE & Reconstruct Bridge	43,304

You will note the permanent restoration in Item 36, ER-278(1) Willamette River-Orleans Section was deferred. The photographs attached to the field report indicate that the damage was a result of flows perpendicular to the roadway with an energy jump at the shoulder line. The proposed reinforced concrete slab, etc. does not appear to be economically justifiable as opposed to a replacement using other slope protection and there is also some doubt that it would be properly effective.

It is suggested that this design be reanalyzed and a detailed report submitted for review by our Regional Hydraulics Engineer and reconsideration by our Washington office.

9-20-72

Hunter
by Young

RECEIVED
STATE HWY ENGR
SEP 20'72
REFER TO
FOR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

STATE OF OREGON
1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

RECEIVED
AUG 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 - 1972
GAME COMMISSION
7839

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

August 25, 1972

cc's sent 8/28/72 to:
E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
J. H. Versteeg (2)
J. B. Boyd (2)
L. W. Rulien (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of July 20 in which you requested our comments regarding the following projects:

1. Lost Creek Br., Willamette Hwy., Lane Co.
2. Molalla River-Meadowbrook Br., Woodburn-Estacada Hwy., Clackamas Co.
3. Thomas Cr. (Schindler) Br., Albany-Lyons Hwy., Linn Co.

The streams involved in each of these projects contain anadromous and resident fish. Water quality must be maintained through protective berms or other means. Precautions should be taken against any type of pollution from construction activities.

The valuable spring and fall strain chinook salmon are present in these areas and must be afforded the best protection available.

We appreciate the opportunity to present our views.

NOTED
E. S. HUNTER

Very truly yours,

R. O. Koski
Fishery Staff Specialist

Hall
A. Olson
Terpin
Scott
Sumner
R. Cross

RECEIVED

Requires Reply
Requires Approval

ROK:js
cc: Dir. OFC

FORM S-20 (REV. 10-60)

7829

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1972

To: L. H. Young
PROGRAMMING ENGINEER

B U I L D I N G

SUBJECT: Item No. 38
Project No. ER-279(1)
Lost Creek Bridge
Federal Aid Emergency Relief Program
January 1972 Storm

This project is presently being submitted for permanent restoration by contract - estimated cost, $25,000.

The rainy season is due by mid-November. The work to be performed is necessary to protect this bridge from future damage. Good economical operation also depends on low water.

For these reasons, the Maintenance Section wishes to have the option of performing the permanent repairs by negotiated contract or state forces on a combination of negotiated contract and state forces.

This office will have a proper State Force Order completed if it is in order.

Robert N. Bothman
Maintenance Engineer

CMW:mlp

cc: L. P. Shaw
E. S. Hunter
J. H. Versteeg

RECEIVED
AUG 4 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID
(P

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 SR 58 9.51 Mi. S.E. of Goshen 60			ADT	PRESENT 5,600	FUTURE (66) 11,700	(70)	Y (71)			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E. Temp. & Perm. Br. Repair 62	NATL. FOREST (63)(65)	FR ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) 72-1	(73)	PL. A (74)			
CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief						COUNTY NAME Lan					
	NAME OF URBAN AREA 17-31						ROUTE NO. p	FEDERAL				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 58 9.51 mi. S.E. of Goshen (M.P. 9.51)	0.00	1,500	1,500
5					**ROW**		(Lost Creek Bridge Repair)			
5					**CONST** (CODE) X021 Temp & Perm Stage 2			0.00	41,804	41,804
								0.00	43,304	43,304

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	5,600	11,700	92	10	Oregon	35	098	38

SURV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			72-1		ER-	279	(1)		

COUNTY NAME	CODE	PROGRAM STAGE
Lane	039	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
p	29	18	

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.00	1,500	1,500			P.E. all phases Temp. & perm. restoration consisting of furnishing & placing riprap, temp. repair to bridge bent, removal & reconstruction of bent 2 footings and columns.
0.00	41,804	41,804			(Work by State forces, rental of outside equipment and advertised contract)
0.00	43,304	43,304			

REMARKS Damage to Lost Creek Bridge was caused by a heavy rainstorm, resulting in high water and fast runoff damaging bridge pier footings in January 1972.

(Over)

USCOMM DUSCOMM-DC 48905-P61

LOST CREEK BRIDGE

ER-279(1)

Existing Facility: Reinforced concrete deck girder bridge, length 190', HC 30'

Project Data: Abnormally heavy rainfall with accompanying flooding of Lost Creek resulted in the erosion and loss of the footing under the North pier of bent 2 forcing closure of the highway to through traffic which necessitated the following work:

1. Preliminary Engineering - Consists of all phases of preliminary engineering necessary to prepare contract plans.
2. Temporary Repairs - Consisted of restoring the highway to through traffic which required furnishing and placing riprap for a dike around the north pier of bent 2, driving steel piles, jacking up bent 2 of the bridge and providing temporary traffic control to detour traffic via county roads until the repairs were made. The hauling and placing of riprap required the outside rental of fifteen 10-c.y. dump trucks and a 50-ton crane with a skip device for placing the riprap. The estimated cost for the temporary work is as follows:

Labor	$ 5,093
Equipment	1,180
Materials	5,766
Outside Equipment	4,765
Total	$16,804

3. Permanent Repairs - Remove existing footings and columns of bent 2 and construct new footings and columns. Remove riprap materials from stream channel at bent 2.

Work items gene
costs are as fo

Temporary Prote
Bridge Removal-
Shoring, Cribbi
Structure Excav
Structure Excav
Class A Concret
Reinforcement (
Flagging
Temporary Erosi
Remove Riprap E

Since the State
authorized by

Public Hearing:

Clearinghouse R
working agreeme

LOST CREEK BRIDGE

ER-279(1)

dge, length

ing flooding
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to through

preliminary

way to through
p for a dike
, jacking up
c control to
ere made. The
rental of
a skip device
temporary

93
80
766
65

804

columns of bent 2
prap materials

Work items generating the $25,000 estimated permanent restoration costs are as follows:

Temporary Protection and Direction of Traffic	All Required
Bridge Removal Work	All Required
Shoring, Cribbing, etc.	All Required
Structure Excavation	32 cu.yds.
Structure Excavation Below Elevation Shown	4 cu.yds.
Class A Concrete (10 cu.yd.)	All Required
Reinforcement (1,000 lbs.)	All Required
Flagging	All Required
Temporary Erosion Control	All Required
Remove Riprap Bent #2	All Required

Since the State is ready to perform the permanent work as soon as authorized by FHWA, it is being programed in Stage 2.

Public Hearing: Not required under paragraph 3c of PPM 20-8.

Clearinghouse Review: Not required under State Clearinghouse working agreement dated February 19, 1971.

RECEIVED

FISH OR FILING
COMMISSION

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 31 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

7839

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

July 28, 1972

cc's sent July 31, 1972:

E. S. Hunter
L. H. Young
W. J. Hart (3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (3)
J. H. Versteeg (2)
J. B. Boyd (2)
L. W. Rulien (2)

Mr. George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall, Design Engineer

Dear Mr. Baldwin:

The following projects transmitted to us by your letter dated July 20, 1972 have been examined:

1. Lost Creek Bridge
   Willamette Highway
   Lane County

2. Molalla River-Meadowbrook Bridge
   Woodburn-Estacada Highway
   Clackamas County

3. Thomas Cr. (Schindler) Bridge
   Albany-Lyons Highway
   Linn County

NOTED
E. S. HUNTER

We anticipate no fishery conflicts on these projects provided water quality standards are maintained and no work is done in the Molalla River after October 1.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc OGC

RECEIVED
AUG 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 1972
FOR FILING
FORM E-30 (REV. 10-69)

7209

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 27, 1972

To: L. H. Young
Programing Engineer

B U I L D I N G

SUBJECT: Right of Way Status
ER Project
Bid Opening September 28, 1972

RECEIVED
SEP 1 3 1972
F. B. KLABOE

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired:

Lost Creek Bridge; Willamette Hwy.; Lane County

No additional right of way was necessary for this project. The present right of way was acquired by the State, or responsible agency prior to August 23, 1968.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
STATE HWY ENGR
SEP 1 3 '72
REFER TO
FOR
Info | Sec | Eng | Dsgn | Proj | Est | File

RECEIVED

FORM S-30

7839

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1972

SUBJECT: Lost Creek Bridge
Willamette Highway

To:

MEMO TO FILE

The second bent of the subject bridge settled 0.35 of a foot on January 18.

The as-constructed plans call for this downstream footing to be placed at the elevation of 608.0. It was actually constructed at 610.8 on one corner. Actually all four corners of the four foot footing are at different elevations. It is now apparent that the footing was not placed on solid rock but on some type of hard shale thought to be solid rock at the time of construction. The footing is now undermined.

The bridge was constructed in 1947.

We will immediately place heavy riprap downstream amounting to approximately 100-150 yds. to protect further scour of this footing. We will proceed to place a pad on solid rock, and with a H-Pile jack the cap up to grade. This H-Pile will be approximately eight feet in height. We will plan to pump concrete under the footing at low water.

The water is approximately five feet deep now at high water, and recedes to a near dry channel at low water.

One-way traffic will be established immediately. We should have the H-Pile in by tomorrow night.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: E. S. Hunter
J. H. Versteeg
W. J. Hart

RECEIVED
JAN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7840 10th Street at "C" St. (Baker) Sec. 1972
of the La Grande-Baker Hwy.
(Traffic signals)

C&A 4550 - 1-14-72

7840

September 25, 1973

American Casualty Company
Washington Street at Madison
Reading, Pennsylvania 19601

Gentlemen:

A post-final payment for $100 will be made to Power City Electric, Inc., on Contract No. 7840 for traffic signals on 10th Street at C Street in the City of Baker on the La Grande-Baker Highway in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $6,844.88 including the post-final payment. Of the total, $19.88 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

kn
cc American Casualty Company
Equitable Building
Portland, Oregon 97201

Power City Electric, Inc.
East 202 Trent Avenue
Spokane, Washington 99220

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

7840 - C S

September 5, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7040, Work Completed July 10, 1973

Project 10th St. at "C" St. (Baker)

Highway La Grande-Baker County Baker

Type of Work Traffic Signals

Contractor Power City Electric Inc.

Recommended Acceptance Date August 31, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

VG:bb
cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7840.

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 10th St. at "C" St.		WEEK ENDING: July 20,1973
		SECTION PREFIX: 01-1132-900
HIGHWAY: LaGrande - Baker		COUNTY: Baker
NAME OF JOB: 10th at "C" St	KIND OF WORK: Signals	
CONTRACTOR: Power City Electric, Inc.	CONTRACT NUMBER: 7840	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 7, 1972	DATE WORK STARTED: November 30, 1972	ESTIMATED COMPLETION DATE: July 11,1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 101.25
PROJECT AUTHORIZATION: $ 7,883.83		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 7,194.83	ENGINEERING AUTHORIZATION $ 688.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 7,194.83	this week 120.01	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
	ENGINEERING COST TO DATE $ 538.79	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 78.26%	July 11,1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Final inspection made by; W. R. Zirbes, Signal Engr, F. W. Lucht, Asst.Res. G. O. Hiatt & J. Adamson, City of Baker.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All contract work complete

SIGNED E. L. Scrivner LOCATION Baker

E. L. Scrivner, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED
NOV 7 - 1972
FOR FILING

7840

bc C. T. [illegible]ey
Walt Hart
L. H. Young
Attn Vince Gallagher
W. E. Schwartz
C. E. Payton
William Geibel (SAIF)

November 7, 1972

Power City Electric, Inc.
East 202 T ent Avenue
Spokane, Washington 99220

Gentlemen:

The State Highway Commission on October 31, 1972, accepted your proposal for traffic signals on 10th Street at C Street in the City of Baker on the La Grande-Baker Highway in Baker County in the amount of $6,785 and referred it to the Administrator of Highways with authority to award the contract as soon as Baker County approves the project and deposits $1,970.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7840.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 16, 1972.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

5

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

7840

November 3, 1972

Mr. R. L. Schroeder
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

Re: Traffic Signal Installation
Tenth and C Streets - Baker

We are in receipt of your letter of November 1, 1972, regarding the traffic signal project for Tenth and C Streets, and are as you requested, submitting a City of Baker check in the amount of $1,998.00 to cover the City's share of the project cost.

Thank you.

Sincerely yours,

George O. Hiatt
City Manager

GOH:kjw

Enclosure

Copies to George
Cook
Skaug (w/check)
11-6-72

NOTED
R. L. SCHROEDER

RECEIVED
NOV 6 1972
Office of
Assistant State Highway Engineer

RECEIVED
AUG 16 1972
PERSONNEL

78410

59

8-8-72

MISC. CONTRACTS and AGREEMENTS No. 4550

August 14, 1972

City of Baker
City Hall
Baker, Oregon 97814

Attention: George O. Hiatt
City Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of pedestrian-actuated traffic signals on 10th and "C" Streets.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.
cc L. E. George
(conf. agree. att.)

RECEIVED
AUG 2 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7840

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon State Highway Commission

DATE August 2, 1972

FROM Tom Edwards
State Highway Engineer

171

SUBJECT **Traffic Signal Agreement**
10th and "C" Streets - Baker

An agreement has been reached with the City of Baker covering the installation of pedestrian-actuated traffic signals at the subject location.

This agreement provides that the State shall do the work of the project and the City shall be responsible for all costs of power consumption. The total estimated cost of this installation is $7,000, with the City to pay one-fourth and the State to pay three-fourths. State's share is to be taken from State Construction Funds.

Your approval of the agreement and authorization for the Secretary to sign in your behalf is recommended.

This matter will be on the agenda for your consideration at the August 8 meeting.

VPJ:njc el
bc: Floyd Ouery
George Baldwin
F. B. Klaboe
L. P. Shaw
R. L. Schroeder
L. E. George
H. S. Cox
V. E. Skoog
L. H. Young
W. E. Schwartz
Ben Gifford
Gary Ross
Gary Sund

7841 2nd St.-S. Railroad Blvd. (Redmond) 1972
Section of FAS 926
(Structure)

C of A #569-9-27-42

926

(Contract 7922 = G/P
509-108 S
R.L. Plates

November 12, 1974

Board of Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

Contract 7841, Structure
S-538(2)

Attention: Mr. David C. Hoerning
Director of Public Works

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on the bridge on the Second Street-South Railroad Boulevard section, FAS 926.

In accordance with an agreement dated January 11, 1972 the amount of $6,507.49 will be transferred from the City of Redmond's Special City Allotment funds to State Highway funds.

Very truly yours,

H. S. COX
County-City Engineer

By

Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:sr

Enclosure

cc: Edward D. English
City Manager
Redmond, Oregon

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UFE ☐ CE ☑ RE ☐ PPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attention of Mr. David C. Hoerning
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc-1452

Date November 4, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: 2nd Street-South Railroad Boulevard Section
FAS 926 (Structure)

Covered by Agreement dated January 11, 1972

Itemized Statement: See Request for Transfer of Cost Distribution cc no. 2A

Quantity	Unit	Description	Unit Price	Amount
		State Hwy. Div. is to transfer $6,507.49 from the City of Redmond's $25,000.00 Special City Allotment funds to State Hwy. funds as Deschutes County's share of construction costs for this project.		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ —

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. cc no. 2A

Credit distribution:
309-1704-287
509-1082-295

Submitted by: Harold Reynoldson

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-6-73

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-538(2)	Deschutes	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of a 30-foot long prestressed slab span bridge over Pilot Butte Canal on the 2nd St.-S. Railroad Blvd. Section of FAS Route 926 in the City of Redmond in Deschutes County, Oregon.

COPY SENT

NOV 06 1973

REGIONAL OFFICE

	Info	FOR	REFER TO	NOV 7 '73	RECEIVED STATE HWY ENGR
	Inves				
	R/D				
	D/R				
	Sign				
	Act				
	File				

5. CONTRACTOR'S NAME: Mann Construction Co., Inc.

6. CONTRACT AMOUNT: $ 31,211.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* R D [illegible]

TITLE Asst Office Engr

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

None

NOTED IN COUNTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED *(Width* NA *feet)*

TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH *(Miles)*
NA	NA	NA	X080	0.006

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY: D. B. Carter, FHWA, Assistant Area Engineer

11. DATE OF INSPECTION: March 7, 1973

12. IN COMPANY WITH: D. Hoerning, Director of Public Works, C. Plummer, Roadmaster, Deschutes Co. N. Kreibel, Reg. Engr. R. Pool, Reg. 4 Maint. Engr. OSHD; R. Pillsbury, Br. Engr. FHWA

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE: Original Signed by D. B. Carter, Area Engr. — D. B. Carter

14. TITLE: Area Engineer

15. DATE: 11/1/73

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE: Original signed by G. K. Hossner, Dist. Engineer — G. K. Hossner

17. TITLE: District Engineer

DATE: NOV 06 1973

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

7841 6-14-73

cc:
OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

Area Engr Nichol (PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION eb

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Deschutes	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
6-14-73	H. A. Schell, Division Bridge Engineer		S-538(2)
IN COMPANY WITH			
W. Hart, OSHD			
QUALITY OF WORK*	**PROGRESS OF WORK**	**TIME ELAPSED %**	**WORK COMPLETED %**

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

2ND STREET - SOUTH RAILROAD BLVD
W. Antler Canal Bridge

This project is complete and acceptable except for approach paving and the overlay across the structure

COPY SENT
JUN 11 1972
Washington

COPY SENT
JUN 11 1973
REC

7-11-73
of Constr.
Young

NOTED
H.S. COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

S

7841

April 3, 1973

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On April 2, 1973, we wrote to you concerning release of final payment on Contract No. 7841 awarded to Mann Construction Co., Inc., for a structure on the Second Street-South Railroad Boulevard (Redmond) Section of FAS 926 in Deschutes County.

Final payment on this contract is $1,512.26 and the total contract amount is $30,305.55 including $60.41 for work performed under force account.

Very truly yours,

C. A. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

fbm

cc United Pacific Insurance Co.
P. O. Box 1788
Eugene, Oregon

Mann Construction Co., Inc.
P. O. Box 995
Redmond, Oregon 97756
C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacok
J. F. Putnam

7841

March 28, 1973

TO Oregon State Highway Commission

FROM P. D. Elsbee
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7841 Work Completed March 1, 1973

Project 2nd St. - S. Railroad Blvd. (Redmond)

Highway FAS 926 County Deschutes

Type of Work Structure

Contractor Penn Construction Co., Inc.

Recommended Acceptance Date March 28, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Kensey
W. J. Hart
V. L. Gallagher

fas 926
Desch Co

DESCHUTES COUNTY
DEPARTMENT OF PUBLIC WORKS

1507 EAST FIRST STREET BEND, OREGON 97701
TELEPHONE 382-6795

March 9, 1973

J. F. Putnam, Division Engineer
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Re: Acceptance of Second Street,
Antler Avenue Bridge, FAS 926

Attention: Norm Krehbiel

Dear Norm:

Please be advised that on March 8, 1973 we inspected the above mentioned project on behalf of Deschutes County.

From our inspections the bridge appears to conform to all contract specifications and we consider the project completed and acceptable to Deschutes County.

Thank you for this opportunity to review the structure and offer comments.

Sincerely,

Charles L. Plummer

Charles L. Plummer
Assistant Director of Public Works

CLP:jm
cc; H. S. Cox

RECEIVED
COUNTY & CITY SECTION
MAR 12 1973
ENGR. COOR. UE AE UE
UPE CE RE RPE

RECEIVED
COUNTY & CITY SECTION
MAR 12 1973
ENGR. COOR. UE AE UE
UPE CE RE RPE

7841

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 2nd. St.-S.Railroad Blvd. (Redmond)		WEEK ENDING: March 3, 1973
		SECTION PREFIX: 509-1082
HIGHWAY: FAS 926		COUNTY: Deschutes
NAME OF JOB: 2nd. St.-S. Railroad Blvd. (Redmond)	KIND OF WORK: Structure	
CONTRACTOR: Mann Construction Co., Inc.	CONTRACT NUMBER: 7841	FEDERAL AID PROJECT NUMBER: S-538(2)
DATE OF CONTRACT: October 31, 1972	DATE WORK STARTED: December 26, 1972	ESTIMATED COMPLETION DATE: March 1, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 130	CALENDAR DAYS USED: X 109
PROJECT AUTHORIZATION: $ 36,423.60	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 84
EXCLUSIVE OF ENGINEERING: $ 33,242.50	ENGINEERING AUTHORIZATION: $ 3,181.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr.: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 30,329.82	This week: $ 853.37 ENGINEERING COST TO DATE: $ 3,203.37	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT: XXXXXX UNDERRUN: 6.8 %	PERCENT OF AUTHORIZATION: 100.1 %	DATE PROJECT WAS COMPLETED: March 1, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast, mild	1		
MONDAY	Overcast, shrs.	1		
TUESDAY	Overcast, mild	1		
WEDNESDAY	Overcast,mild	1		
THURSDAY	Overcast, mild	1		Completion Date
FRIDAY		0		
SATURDAY		0		

RECEIVED MAR 12 1973 CONSTRUCTION

Peace Glenn Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2/25/73	No work
MONDAY 2/26/73	No work
TUESDAY 2/27/73	No work
WEDNESDAY 2/28/73	No work
THURSDAY 3/1/73	Cleaning metal railing. Grouting holes (Slub-in) in sides of 2 exterior slabs. ~~XXXX~~ Grouted void in bottom of diversion wall. Completion Date
FRIDAY 3/2/73	
SATURDAY 3/3/73	

REMARKS

All contract items completed 3/1/73.

cc: Const. (2)
~~R~~egion (1)
File (1)

SIGNED N. D. Krehbiel LOCATION Bend

PRIME RESIDENT SUBMIT 4 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#7841. STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
11-54		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
3	11-21-72	Deschutes
		PROJECT NO. S-538(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

2nd St.-S. Railroad Blvd. (Redmond) Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-5-72	0.006
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 34,992	$ 22,240

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E D Hurata

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)

G. L. Green

Date executed by Division Engineer NOV 21 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines, it will, by formal agreement with appropriate local government officials, regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal Aid Project
No. S-538(2)

2ND ST.-S. RAILROAD BLVD. (REDMOND) SECTION

FAS 926 (ANTLER AVE.) IN DESCHUTES COUNTY

Salem, Oregon, November 13, 1972

Project Agreement Estimate.

Type Code X080
Pilot Butte Canal Bridge No. 16013 (Sta. 20+20 to Sta. 20+50)

Remove Old Bridge	All Required		$ 2,000.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structure Excavation	180 cu.yd.	12.00	2,160.00
Structure Excavation below Elevation Shown	20 cu.yd.	12.00	240.00
Class A Concrete (49 cu.yd.)	All Required		5,000.00
Class A Concrete in Irrigation Structures	12 cu.yd.	150.00	1,800.00
4' x 30'/35' Prestressed Slabs	14 only	897.00	12,558.00
Reinforcement (46,000 lbs.)	All Required		2,500.00
Reinforcement in Irrigation Structures	1,300 lb.	0.30	390.00
Three Tube Metal Railing	77 lin.ft.	15.00	1,155.00
Trench Excavation	46 cu.yd.	12.00	552.00
8-inch Irrigation Pipe	14 lin.ft.	4.00	56.00
15-inch Culvert Pipe	40 lin.ft.	20.00	800.00
			$31,211.00

Add Items

Flagging (60% of Contractor's Cost)	All Required		$ 100.00
Temporary Erosion Control	All Required		100.00
Repair Cracks & Fractures in Canal	All Required		200.00
Furnish and Place Riprap on Canal Slopes	All Required		200.00
			$ 600.00
	Subtotal		$31,811.00
	Engr. & Cont.		3,181.00
	Total		$34,992.00

Length of Structure - - - - - 0.006 mile

Federal Funds - - - - -

November 9, 1972

Mr. Charles Plummer
Deschutes County Roadmaster
1507 East First
Bend, Oregon 97701

Re: Squaw Creek Canal (3 Creek Lake Road) Bridge Section
FAS 853

Canal Blvd.-S. Railroad Blvd. (Redmond) Section
FAS 926

Dear Mr. Plummer:

We are returning Deschutes County's Warrant #4001 in the amount of $13,000. This covered the advance deposit for both of the above projects. However, we only need the advance deposit for FAS 853 in the amount of $5,700. The other deposit of $7,300 is to be transferred from the City of Redmond's SCA funds, so the amount of $7,300 is not needed from the County.

Since the legal time for awarding the contract will elapse before you can return the $5,700, we will award the contract at this time. When the County returns the money we will complete the paper work for the contract.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl. (Warrant #4001)

ENGR. GNUM. UE AE UE
UPE CE RE RPE

RECEIVED
NOV 1 - 1972
FOR FILING

7841

October 31, 1972

Mann Construction Company, Inc.
P. O. Box 595
Redmond, Oregon 97756

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7841 in the amount of $31,211 on the 2nd Street-South Railroad Boulevard (Redmond) Section of FAS 926 in Deschutes County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
N. D. Krehbiel

Copy to:- L. H. Young
W. H. Hart

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 27, 1972

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1972
ENGR. COOR. CE AE UE
UPE CE RE PPE

Attn: Mr. Charles Plummer
Roadmaster

Gentlemen:

On October 26, 1972, a satisfactory bid was received from Mann Construction Company, Redmond, for the 2nd Street-S. Railroad Blvd. (Redmond) Section, Antler Avenue, FAS 926. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$31,211.00
Flagging	100.00
Temporary Erosion Control	100.00
Repair Cracks in Canal	200.00
Riprap	200.00
4½% Contingencies	1,431.50
10% Engineering	3,181.10
Estimated Total Cost	$36,423.60

County Advance Deposit:

20% of $36,423.60 = $7,284.72, or say $7,300.00.

As per the agreement between the City of Redmond, Deschutes County and the State for this project, the amount of $7,300.00 will be transferred from the S.C.A. funds to state highway funds as the advance deposit. If this is the understanding of Deschutes County would you please sign and forward one copy of this letter to the City of Redmond for their concurrence, and retain the other copy for your records.

APPROVED Nov-1 1972
BOARD OF COMMISSIONERS OF ... COUNTY
BY ... COMMISSIONER
... COMMISSIONER
... COMMISSIONER

APPROVED
CITY OF Redmond
BY MAYOR
BY RECORDER Marjorie Sikes
DATE 11-3-72

Very truly yours,

George M. Baldwin
Administrator of Highways

By
Harold Reynolds
H. S. Cox
County and City Engineer

HR:ljt
cc: Mr. Edward English, Redmond

2ND ST.-S. RAILROAD BLVD. (REDMOND) SECTION

FAS 926

DESCHUTES COUNTY

FAP No. S-538(2)
Structure

Bids Received October 26, 1972

1.	Remove Old Bridge	All Specified		$	2,000.00
2.	Shoring, Cribbing, Etc.	All Specified			5,000.00
3.	Structure Excavation	180 cu.yds.	15.00		2,700.00
4.	Structure Excavation Below Elevations Shown	20 cu.yds.	20.00		400.00
5.	Class A Concrete	All Required			4,900.00
6.	Class A Concrete in Irrigation Structures	12 cu.yds.	110.00		1,320.00
7.	4'x30'/35' Prestressed Slabs	14 only	1,100.00		15,400.00
8.	Reinforcement	All Required			828.00
9.	Reinforcement in Irrigation Structures	1,300 lbs.	0.20		260.00
10.	Three Tube Metal Railing	77 lin.ft.	25.00		1,925.00
11.	Trench Excavation	46 cu.yds.	8.00		368.00
12.	8-inch Irrigation Pipe	14 lin.ft.	5.00		70.00
13.	14-inch Steel Casing	40 lin.ft.	20.00		800.00
			For Comparison of Bids	$	35,971.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 35,971.00
Anticipated Additional Items:		
Flagging (State Share)	$ 100.00	
Temporary Erosion Control	100.00	
Repair Cracks & Fractures in Canal	200.00	
Furnish & Place Riprap on Disturbed Canal Slopes	200.00	
		600.00
		$ 36,571.00
Contingencies (4-1/2%)		1,645.70
Engineering (10%)		3,657.10
Estimated Net Authorization, Construction		$ 41,873.80

RECEIVED
SEP 27 1972
FOR FILING

1841

September 27, 1972

Board of County Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

MISC. CONTRACTS and AGREEMENTS No. 4569

Attention: Rosemary Patterson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Deschutes County, City of Redmond and the Oregon State Highway Commission covering 2nd Street-South Railroad Boulevard (Redmond) Section of Pilot Butte Canal Bridge on Antler Avenue, FAS 926, in Deschutes County.

A fully executed copy of this agreement is being sent to the City of Redmond and we are retaining the same for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox

TRANSACTION NUMBER 9-5

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 9-5-72
BY (Signature): MR. YOUNG'S AUGUST 24, 1972 LETTER
TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____
STAGE 2 ITEM NOS. 1101 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1101	S-538(2)	0.006	35,000	22,200	2ND ST. – SOUTH RAILROAD BLVD. (REDMOND) SECTION. DESCHUTES COUNTY	ONE STRUCTURE

9-7-72
Young

RECEIVED
STATE HWY ENGR
SEP 6 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 9-5-72 for	SIGNATURE AND TITLE ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-81)

8-24-72

FEDERAL-A

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (69)(70)
	1	Co. Rd. Antler Ave. (Redmond)	ADT	1800*	2900

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL (74)
	One bridge							

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Secondary		
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERA 92

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJE TOTAL ESTIMATED COST (59) 66	ESTIMATED PROJE FEDERAL FUN (67)
1										
5					PE		Co. Rd. Antler Ave. crossing of Pilot Butte Canal in city of Redmond.			
5					ROW					
5					CONST (CODE) X080		"2nd St.-S. Railroad Blvd. (Redmond) Section"	0.006	35,000	22,200
							PROJECT TOTALS	0.006	35,000	22,200

CARD 1	CODE 1	PREPARED BY		
1	14	PROGRAM APPROVAL DATES	(16)	(23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

8-24-72

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		1800*	2900	92	10	Oregon	35	022	1101

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					S-	538	(2)		

COUNTY NAME: Deschutes — CODE: 017

ROUTE NO.: S — FEDERAL-AID: 926 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					One concrete pre-stressed slab span bridge (L. 30', HC 44', 5' walk each side).
0.006	35,000	22,200	6,400	6,400 (Co.)	ROW - 60' normal; Access control - none; Parking restrictions - none.
0.006	35,000	22,200	6,400	6,400 (Co.)	

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

2ND ST.-S. RAILROAD BLVD. (REDMOND) SECTION
PROJECT NO. S-538(2)

EXISTING FACILITY: Timber bridge on concrete abutments, L. 21', HC 23'.

ADJACENT FACILITY: 22-foot oil mat surface with 8-foot gravel shoulders. (For RR information, 175' east of structure, see "Railroad Crossing Data" below.)

PROJECT DATA: Construct one prestressed concrete slab span bridge (Br. No. 16013) 30 feet long with a horizontal clearance of 44 feet and 5-foot walks on each side. Remove existing structures and construct irrigation diversion structure on upstream side of bridge.

NOTE: County will construct temporary approach roadways.

* The DHV is 210 for this location; therefore, the structure's 44-foot horizontal clearance falls within the minimum standard allowed under the Secondary Road Plan.

It is the county's present intention, within the immediate future, to grade, drain and high-type pave a 44-foot curbed facility providing two 12-foot traffic lanes and 10-foot parking areas on this section under a separate Federal-aid project. At that time the railroad crossing immediately to the east of the structure will be widened and new signals with short-arm gates installed.

RAILROAD CROSSING DATA (Approx. 175' easterly of structure):

Name	Oregon Trunk Railway (Burlington Northern Inc.)
No. of Tracks	Four total consisting of one mainline, one siding and two spurs.
No. of Trains	20 per day consisting of 8 thru Burlington Northern, 2 thru Union Pacific and 10 switch movements, Union Pacific.
No. of High-speed Trains	None.
Existing Protection	Flashing lights.
Proposed Protection	Flashing lights, gongs & short-arm gates.
Railroad Benefit	10%

EXCEPTIONS TO MINIMUM STANDARDS: None.

SYSTEM ACTION, RA
RECREATIONAL AREA

NEGATIVE ENVIRONM

STATE AND DISTRIC
February 11, 1972

PUBLIC HEARING:
PPM 20-8.

LOCATION/DESIGN A
Road Plan.

ROUTE DATA: This
travel.

RELOCATION ASSIS
require additiona

CONTROL OF UTILIT
authority to cont
project. A State
paragraph 6d(1) o

BLVD. (REDMOND) SECTION
NO. S-538(2)

ts, L. 21', HC 23'.

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road Crossing Data"

span bridge (Br. No.
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with short-arm gates

cture):
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ng of one mainline, one
rs.
ing of 8 thru Burlington
Union Pacific and 10 switch
acific.

gongs & short-arm gates.

SYSTEM ACTION, RAILROADS, AIRPORTS, WATER DEVELOPMENTS, HISTORICAL AND RECREATIONAL AREAS: None involved.

NEGATIVE ENVIRONMENTAL DECLARATION: Concurred in by FHWA April 24, 1972.

STATE AND DISTRICT 10 CLEARINGHOUSE: Approval letters dated February 11, 1972 and March 1, 1972, respectively.

PUBLIC HEARING: None required under provisions of paragraph 6c of PPM 20-8.

LOCATION/DESIGN APPROVAL: Granted August 23, 1972 under the Secondary Road Plan.

ROUTE DATA: This is a city street and serves commercial and industrial travel.

RELOCATION ASSISTANCE PAYMENTS: None involved as project does not require additional right-of-way.

CONTROL OF UTILITIES: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

LOCATION - DESIGN APPROVAL

8-23-72

COUNTY: DESCHUTES

SECTION: 2nd St.-S. Railroad Blvd. (Redmond)

FAS NO.: 926

ROAD NAME: Antler Street (City of Redmond)

PROJECT DESCRIPTION:

Grade, drain, curb, base and pave street section 44 feet between curbs. Construct reinforced concrete bridge 30 feet long and 44 feet wide. Install railroad signals with droparms.

ESTIMATED COST: $130,000

HIGHWAY COMMISSION APPROVAL: January 11, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: February 11, 1972

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration, FHWA concurrence April 24, 1972

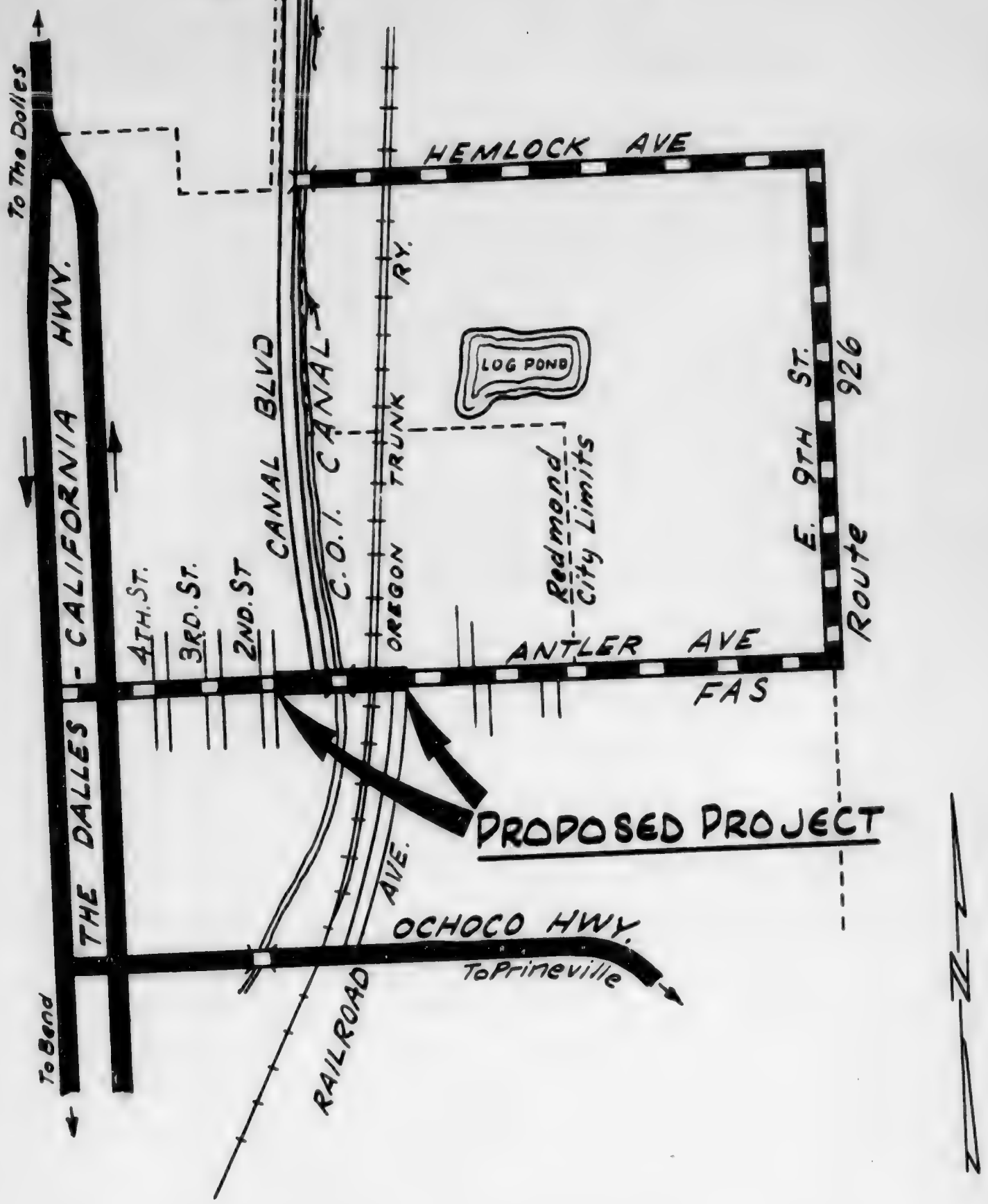
REMARKS:

APPROVED: August 23 19 72

E S Hunter

Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
AUG 25 1972
☑ ENGR. ☑ COOR. ☐ E ☐ LE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



CANAL BLVD. - RAILROAD AVE. SECT.
ANTLER AVE.
City of Redmond
Deschutes County

Copy to:- John Oaks
C.G. Swanson
R.W. Chase
J.F. Putnam

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

8-22-72

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 926

Project Name 2nd St.-S. Railroad Blvd. (Redmond) Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Redmond, Oregon,

this 22nd day of August, 1972

DESCHUTES County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 24 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

(5/12/70)

ADT 800 / 2,900 DHV 210 / 340 SAFETY: YES

MEMO TO R. N. CHASE Date: August 17, 1972

FAS 926, Deschutes COUNTY, 2nd St.-S. Railroad Blvd. (Redmond) SECTION

TERMINI: Within the city limits of the City of Redmond on Antler Avenue

PROPOSED WORK: Structure

PROJECT LENGTH: Approximately 30 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	35,000	21,000	7,000	7,000	

EXISTING FACILITIES: 22' oiled roadway with 8' gravel shoulders, timber bridge on concrete abutments 21' long with a 23' roadway.

ADJACENT SECTIONS:

~~NORTH~~/EAST END: Two 11' oil mat travel lanes and 8' gravel shoulders.

~~SOUTH~~/WEST END:

PROJECT DATA: Construct a concrete bridge 30' long having a 44' roadway and 5' sidewalks. Old bridge to be removed and disposed of by contractor.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required per Par 6c of PPM 20-6. See memo dated 3/20/72
UNUSUAL OR COMPLICATED SITUATIONS: The County intends to improve and widen the roadway on each side of this structure. The railroad x'ing near this bridge is also to be widened and new signals installed. These improvements are to be done next construction season.

ROUTE DATA:

This is a street within the City of Redmond and serves commercial and industrial travel.

Park and recreation area affected - No
Relocation assistance - No one moved

Social, economic & environmental effects considered - Yes
Location and design approved ---
Clearinghouse approved - 2/11/72
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Council of Governments (A-95 Review) 3/1/72
Negative Declaration ---

Deschutes Co
FAS 926

CENTRAL OREGON IRRIGATION DISTRICT

MUNICIPAL CORPORATION OF THE STATE OF OREGON

BOARD OF DIRECTORS
ARTHUR L. HORSELL, PRESIDENT
BERTIL G. NELSON, VICE-PRESIDENT
FRED H. ELLIOTT
RAY KNOWLES
DONALD W. MILTENBERGER

847 SOUTH SIXTH STREET • P. O. BOX 548
REDMOND, OREGON 97756

PHONES 548-2413, 548-3151

ROBERT A. ANDERSON
MANAGER
BETTY STANARD
SECRETARY
LARKIN, BRYANT & EDMONDS
COUNSEL

8-9-72

Oregon State Highway Department
County - City Relations Engineer
State Highway Building
Salem, Oregon
Attn: Harold Reynoldson

Ref: Antler Street Bridge
Redmond, Oregon

Dear Mr. Reynoldson:

I received a phone call this morning from Chas. Plummer, Deschutes County Roadmaster, asking me if I was aware that the concrete check in the main canal immediately upstream from the existing bridge would probabaly have to be relocated further upstream.

Of course I am aware of the fact and I believe that this was covered in the preliminary phase of planning the replacement of the bridge structure.

I am enclosing with this letter a sketch of what will be required as a replacement structure showing basically that the structure will resemble the existing check structure except that the opening in the check will be increased from 22'0" to 24'0" which I can't believe would change the basic cost of replacement extentsively and that the relocated check structure should have a minimum distance of 8'0" upstream from the upstream side of the new bridge. Perhaps it would be possible to tie the check structure to the upstream side of the bridge actually this may be a better way to approach the job. In addition there is a delivery from the canal at the upstream side of the check that will have to be relocated but this ties with the check. The change in delivery may require may require some additional dirt fill to accomadate a new weir and pool.

I realize that this sketch and description are rather brief but any furt er information that is needed can be supplied if you can send a field man out to go over it futher with me.

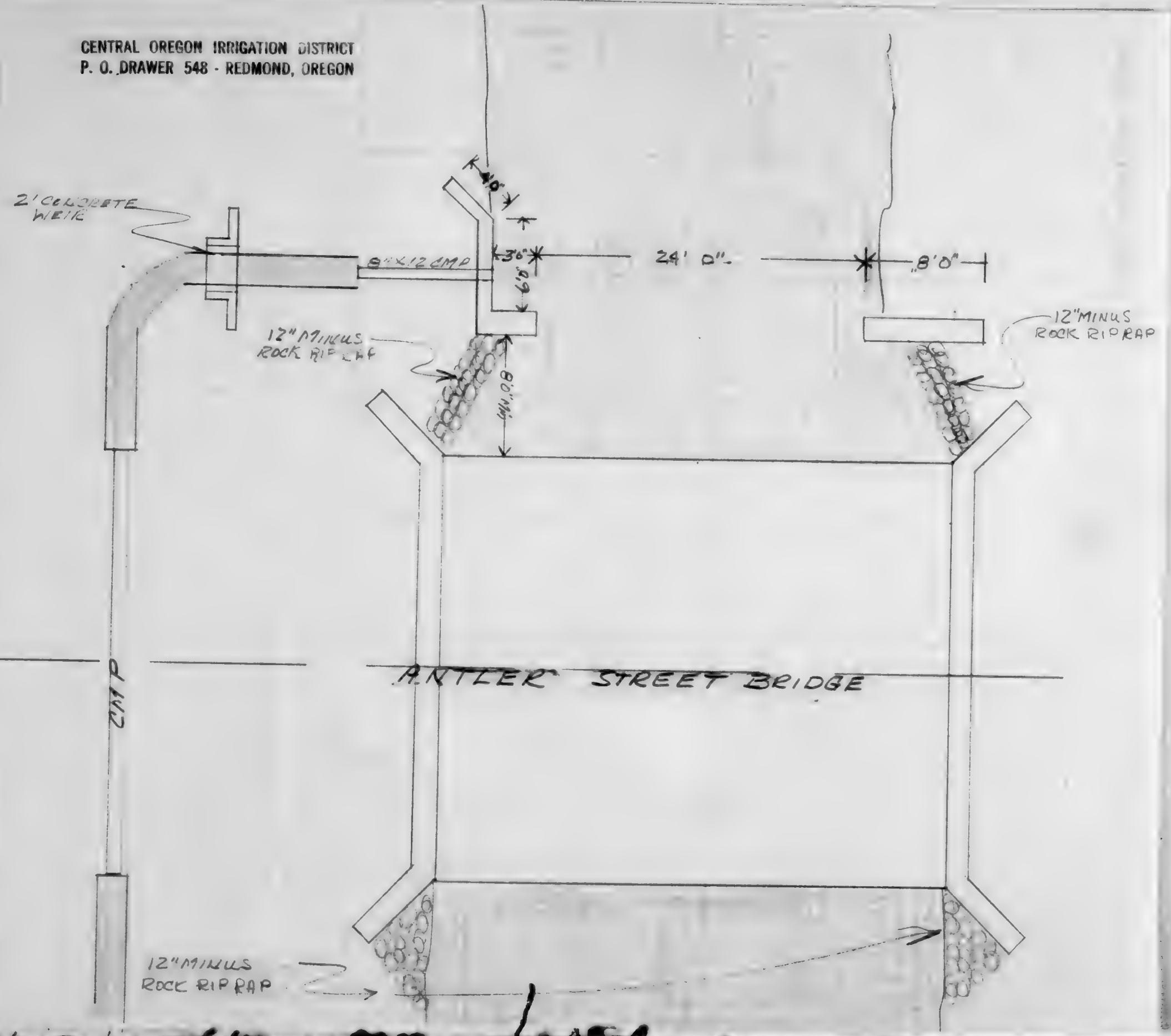
Yours truly,

Robert A. Anderson, Manager

RECEIVED
COUNTY & CITY SECTION
AUG - 9 1972
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

To bridge section 8/10/72

CENTRAL OREGON IRRIGATION DISTRICT
P. O. DRAWER 548 - REDMOND, OREGON



OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Noted
GEORGE M. BALDWIN

April 3, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Re: Negative Declaration
Canal Blvd.-Railroad Blvd. Sec.
Antler Street, FAS 926
Redmond, Oregon
Deschutes County
.5-538(-)

Dear Mr. Simpson:

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on Antler Street in the city of Redmond, Deschutes County, Oregon.

The proposal consists of regrading and widening Antler Street to a fully paved 44-foot curbed street section between N. 2nd Street and South Railroad Blvd., a distance of approximately 700 feet. Also included in the proposal is the construction of a bridge over the Pilot Butte Canal 30 feet long with a roadway width of 44 feet and 5-foot sidewalks, and the installation of railroad signals with automatic drop-arm gates at the Oregon Trunk Railroad crossing.

PURPOSE OF PROJECT The purpose of the project is to widen and upgrade an existing facility, to replace a substandard structure and to provide railroad crossing signalization.

Antler Avenue is classified as a collector street on the County-wide Comprehensive Plan - Redmond Area, and is likewise included in Redmond's proposed Comprehensive Plan. The proposed project is needed to implement the development of the arterial systems in these plans.

RECEIVED
JUL 10 1972
PLANNING SECTION

NOTED
G. A. POTTER

DISCUSSION OF ENVIRONMENTAL IMPACTS

The street on which the proposed project is situated is generally an industrial route serving large lumber mills and log dumps in the east Redmond area. The most significant impact of the proposal will be in providing a safe durable facility for the road user, and mobility to truck and commuter traffic. An economic benefit will also accrue to the local entities in the form of reduced maintenance costs.

Since the proposal will be constructed within existing right-of-way limits, no additional right-of-way will be required for the project. No one will be relocated from his home; or business, and all existing road approaches will be restored. Adjustments of utilities, including both aerial and underground facilities, will be necessary.

The environment and operational functions of adjoining properties will not be impaired or adversely affected by the proposal. There are no public recreation facilities, game management areas, wildlife refuges, or registered historical sites that will be affected.

The design and construction of the new structure over the Central Oregon Irrigation District Canal will be coordinated with the local district manager to ensure that the integrity of the canal and its operational functions will not be impaired.

The Central Oregon Intergovernmental Council, based upon favorable input provided by local agencies, has endorsed the proposal.

Since additional right-of-way is not required and the proposed project has no adverse effect on abutting properties and does not change the function or layout of connecting streets or the facility being improved, a public hearing will not be required.

Minor inconvenience to the road users will occur during construction; however, appropriate flagging and signing for the temporary protection and direction of traffic will be provided and alternate routes will be available for detours.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important element in the development of the Comprehensive Plans of Deschutes County and the city of Redmond. The benefits of the finished project will outweigh any temporary inconvenience to the road user; and detrimental effects, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this netative declaration based on information received from Deschutes County and the city of Redmond; and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By R. J. Schroeder

R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur _____ Date APR 3 4 1972
Division Engineer

RHP:ljt dg
cc George M. Baldwin
Tom Edwards
F. B. Kiaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-20-72

MEMO TO FILES

Re: Canal Blvd-S. Railroad Ave. Section
Antler Avenue, FAS 926
Deschutes Co. & City of Redmond

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Acquisition of additional right-of-way will not be required. It is proposed to construct a paved street section 44-feet between curbs having two 12-foot travel lanes and 10-foot paved shoulders all within the existing 60-foot right-of-way.

2. The project does not have an adverse effect on the abutting property. The project does in fact enhance the abutting property by the installation of curbs, the proper designation of accesses and driveways, and the replacement of existing gravel shoulders with paved shoulders which can be used for on-street parking.

3. The project does not change the layout or function of connecting roads or streets or the facility being improved. No connecting streets will be closed and their continued accesses to the improved facility will be assured by the construction of curb returns and the pavement of all existing street intersections. The existing facility will retain its function as a two-lane two-way street.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
3/20/72

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

☑ ENGR. ☑ SUPR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ ME ☑ RPE ☐

SALEM, OREGON
March 2, 1972

Mr. Victor D. Wolfe
Location Engineer

BUILDING

Attn: Mr. P. L. Carstensen

N. Canal St.-Railroad Blvd. Sect.
Antler Street (Redmond)
FAS 926
Deschutes County

The survey data for the above project has been examined and has been found to be consistent with project as requested by the County and approved by the Highway Commission, except that the project has been extended to 2nd Street. As far as we know there is no objection from the County.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Cft/FAS 926
Deich Co

DESCHUTES COUNTY COURTHOUSE
1164 Bond Street
Bend, Oregon
Telephone: (503) 382-4000

March 1, 1972

CROOK
Prineville

DESCHUTES
Bend
Redmond
Sisters

JEFFERSON
Culver
Madras
Metolius

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1972
ENGR. COOR. CE T.E U.E
UPE CE RE RPE

Dear Mr. Baldwin:

In accordance with O.M.B. Circular A-95, the Central Oregon Intergovernmental Council has reviewed the State Highway Division's "Notification of Intent to Apply for Federal Aid" in regard to its proposed Canal Boulevard / S. Railroad Boulevard project within the City of Redmond.

The C.O.I.C., based upon favorable input provided by various agencies that would be affected by the proposed project, has voted its unanimous support for the Highway Division's undertaking of this project.

In Addition to their favorable comments, some of the interested agencies responded to C.O.I.C. with certain concerns in regard to the proposed project. Although your office may be aware of many of these concerns, we have attached copies of correspondence received for your information and review.

It is a pleasure to add the C.O.I.C.'s approval to this project. If there is any way we may further assist you, please let us know.

Sincerely,

G. W. McCann, Chairman
Central Oregon Intergovernmental Council

cc: March 7, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.L. Lambert
J.F. Putnam

Attachments
copy: Bill Kramer, Federal Aid Coordination
Edward English, Redmond City Administrator
Lorin Morgan, Deschutes County Planning Director
R. L. Lammert, Dist. Highway Engineer

BEN GIFFORD
11/17

RECEIVED
MAR 6 1972
PROGRAMMING SECTION

3-6-72
RECEIVED

RECEIVED
MAR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

MEMORANDUM

To: COIC

From: Lorin D. Morgan
Deschutes County Planning Director

Subject: A-95 Review. Oregon State Hwy. Dept. notice of intent to apply for federal aid to construct roadway and bridge - Canal Blvd., S. Railroad Blvd., FAS-926. (Antler Ave. bridge project)

I have reviewed the above "notice of intent" and made the following comments. I have notified all interested agencies having interest in this project.

I have received a letter from the City of Redmond who initiated this project stating that the Redmond City Council is unanimously in favor of the project in that it will greatly improve an important traffic circulation route providing needed access to serve many commercial and industrial activities within the city.

Antler Ave. is classified as a Collector Street on the County-wide Comprehensive Plan - Redmond Area, and is likewise planned in Redmonds proposed Comprehensive Plan. Funds to extend Hwy. 126 through Redmond in accordance with the Comprehensive Plan is more long range at a much higher cost and it would therefore be recommendable to construct Antler Ave. RR crossing now if funds are available.

CENTRAL OREGON IRRIGATION DISTRICT

MUNICIPAL CORPORATION OF THE STATE OF OREGON

BOARD OF DIRECTORS
ARTHUR L. HORSELL, PRESIDENT
BERTIL G. NELSON, VICE-PRESIDENT
FRED H. ELLIOTT
RAY KNOWLES
DONALD W. MILTENBERGER

847 SOUTH SIXTH STREET • P. O. BOX 548
REDMOND, OREGON 97756

PHONES 548-2413, 548-3151

ROBERT A. ANDERSON
MANAGER
BETTY STANARD
SECRETARY
LARKIN, BRYANT & EDMONDS
COUNSEL

February 24, 1972

Deschutes County Planning Commission
Deschutes County Courthouse
Bend, Oregon
Attn: Loren Morgan, ~~Coordinator~~ Planning Director

Dear Loren:

Ref: Bridge Across Pilot Butte Canal
Antler Street, Redmond, Oregon
City-State Highway Program

I want to express this District's concern over the type of bridge that is being planned to replace the existing bridge crossing the Pilot Butte Canal in Redmond.

I have visited the site and had some discussion with both City and State officials about the bridge and as a result I have been assured that there would be no conflict with the operation of the canal by this replacement.

Within the past week I had a telephone conversation with a Mr. Patterson (Robertson ?) I believe the name is of the State Highway Department advising me that there is a possibility that the south side of the new bridge could possibly extend upstream on the canal to a point where we maintain a check across the canal and that there is some question on the part of the Department that this could in someway effect the proposed plan of construction.

I advised this man to submit a preliminary design of the bridge so that we could, if possible, assist the Department in the design so as not to conflict with the operation of our system. To date I have not received the plan.

I only wish to advise you of this situation.

Yours truly,

Robert A. Anderson, Manager

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

February 15, 1972

Mr. Lorin D. Morgan
Planning Director
Central Oregon Intergovernmental
Council
Deschutes County Courthouse
Bend, Oregon 97701

Dear Mr. Morgan:

Please refer to your letter addressed to Mr. R. A. Lawrence of Burlington Northern Inc., with attached "Notification of Intent to Apply for Federal Aid" to provide for improvements to FAS-926 at Redmond, Oregon.

I assume that costs for the necessary Railway crossing and signal work have been included in this request, and I therefore have no objections to this application.

Yours truly,

H. F. Moy
Regional Manager Engineering

LBK/ds

cc: Mr. Russel C. Reeck
Administrative Asst.
Central Oregon Intergovernmental
Council
Deschutes County Courthouse
Bend, Oregon 97701

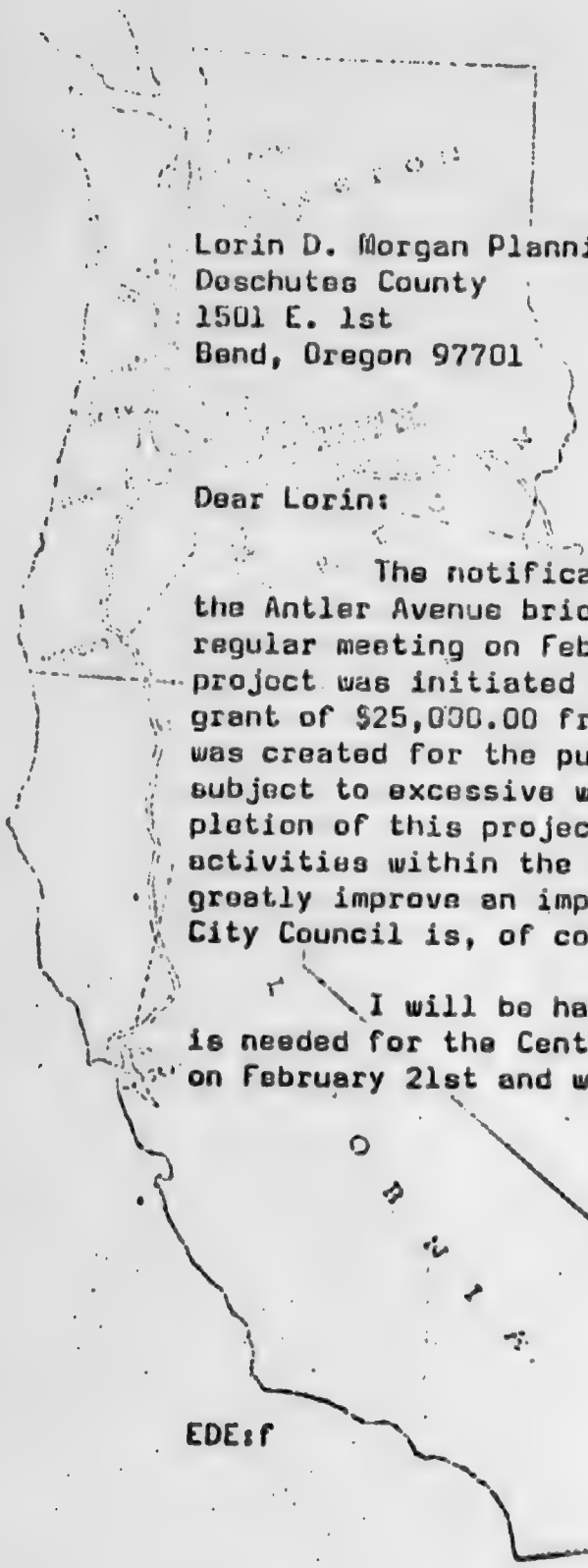
File: Redmond-4

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

February 9, 1972



Lorin D. Morgan Planning Director
Deschutes County
1501 E. 1st
Bend, Oregon 97701

Dear Lorin:

The notification of intent to apply for Federal Aid for the Antler Avenue bridge project was reviewed by Council at the regular meeting on February 8, 1972. You may be aware that this project was initiated by the City of Redmond and will utilize a grant of $25,000.00 from the State Highway Department Fund which was created for the purpose of repair and maintenance of roads subject to excessive wear because of increased traffic etc. Completion of this project will benefit many commercial and industrial activities within the city and construction of the bridge will greatly improve an important traffic circulation route. The Redmond City Council is, of course, unanimously in favor of the project.

I will be happy to furnish additional information if it is needed for the Central Oregon Intergovernmental Council meeting on February 21st and will be present at the meeting.

Sincerely yours,

CITY OF REDMOND

Edward D. English
City Administrator

EDE:f

Redmond, Oregon

February 8, 1972

Lorin D. Morgan, Planning Director
Deschutes County Courthouse
Bend, Oregon 97701

Dear Mr. Morgan:

We are writing regarding your letter to Mr. Harold G. Baughman, District Manager, Pacific Power & Light Company Bend, Oregon. The letter made reference to Federal Aid Secondary for construction of a curbed roadway, a structure and railroad signals at Canal and Railroad Boulevards in Redmond, Oregon.

This project should improve the safety and handling of traffic crossing the canal at this point. Many logging, lumber, and potato trucks use this route as well as employees of the industrial plants in that area.

It appears that Pacific's facilities would not be involved in this project. If the width is greater than the 44 feet described and our properties should have to be moved, we would appreciate as much lead time for scheduling as possible.

Thank you very much for your consideration.

Sincerely,

George Noyes

George Noyes
Local Manager

cc: Russell C. Reeck
Harold G. Baughman
Edward D. English

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheet

Section Redmond (Canal St.-S. R/R Blvd.) Unit
Highway City Street FAS 926 County Deschutes Prefix 509-1455
Length o.11. Designer W. Robertson Draftsman L. Goldsby Date Feb. 1972
Signed W. H. Robertson Title Resident Engineer

Grading & Drainage & Surfacing		27,905.50 ~~$ 11,277.00~~
Surfacing		$ 16,528.50
Extra Work		
	Signal and Gates	$ 28,800.00
	Flagging	400.00
	Perm. Signing	200.00
Total Extra Work		$ 29,400.00
TOTAL		57,305.50 ~~$ 52,205.50~~
+ 20% Engineering and Contingencies 14.5%		11,960.62 ~~$ 7,683.11~~
Structures		
	30' X 54' Prestressed Slab	$ 25,181.50
Total Structures		$ 25,181.50
Right of Way		$ 0.00
Total Estimated Cost		94,447.62 ~~$ 90,070.11~~

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheet

Section Redmond (Canal St.-S. R/R Blvd.) Unit
Highway City Street FAS 926 County Deschutes Prefix 509-1455
Length 0.11 Designer W. Robertson Draftsman L. Goldsby Date Feb. 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Prot. & Dir. of Traffic	All					500.00
Clearing and Grubbing	All					500.00
Removal of Structure & Obstructions	All					2500.00
General Excavation	Cu. Yd.	540	60	600	1.25	750.00
Finishing Roadbed and Slopes	Mile	0.11	-	0.11	1200.00	132.00
Watering	M-Gal.	36	4	40	5.00	200.00
3/4"-0 Agg. Base	Cu. Yd.	250	25	275	5.50	1512.50
Coarse Agg. Base	Cu. Yd.	1135	115	1250	5.00	6250.00
Class "B" Asphalt Concrete	Ton	610	60	670	12.00	8040.00
3/4"-0 Agg. in Prime Coat	Cu. Yd.	33.5	4.5	38	7.00	266.00
RC-250 Asphalt in Prime Coat	Ton	3.35	0.65	4	65.00	260.00
12-inch Culvert Pipe	Lin Ft.	24	2	26	5.00	130.00
Special Inlet I ~~Concrete Inlets, Type G-1~~	Each	2	-	2	200.00 ~~150.00~~	400.00 ~~300.00~~
8-inch Drain Well, 100 Ft. Deap	Each	2	-	2	600.00	1200.00
8-inch Drain Well below 100 Ft. Depth	Lin Ft.	50	5	55	7.00	385.00
8-inch Steel Well Casing	Lin Ft.	50	5	55	6.00	330.00
Class "A" Concrete in Curbs	Cu. Yd.	58	7	65	70.00	4550.00
Class "A" Concrete in Sidewalk	Cu. Yd.	13	1	14	70.00	980.00
Shoring and Cribbing	All					1000.00
Structure Excavation	Cu. Yd.	135	15	150	6.50	975.00
Str. Excavation below grade shown	Cu. Yd.	14	1	15	9.50	142.50
Class "A" Concrete in Footings	Cu. Yd.	44	4	48	100.00	4800.00
3'X30' Prestressed Slabs	Each	18	-	18	800.00	14400.00
Reinforcement	Lb.	3200	300	3500	0.20	700.00
Metal Rail	Lin Ft.	60	6	66	24.00	1584.00
Loose Riprap, Class 50	Cu. Yd.	22	2	24	25.00	600.00

Total 52,987.00

F+S 926
Leach Co

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

February 11, 1972

RECEIVED
COUNTY & CITY SECTION
FEB 18 1972
ENGR. ✓ CO.R. ✓ ... ✓ ...
UPE ✓ CE ✓ RE ✓ R...

Mr. George Baldwin, Administrator
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Canal Blvd.-S. Railroad Blvd.
PNRS #7201 2 170
DESCHUTES CO.

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of the subject program.

Your Notice of Intent was referred to the appropriate state agencies and all respondents indicated concurrence and approval. We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agencies should also be included.

cc: February 18, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.L. Lambert
J.F. Putnam

Sincerely,

Cleighton Penwell

BEN GIFFORD
1/18

2-17-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
FEB 17 1972
PROGRAM & PLANNING
DIVISION

NOTED
R. D. ASBURRY

RECEIVED
FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L.H. YOUNG

RECEIVED
FEB 2 - 1972
FOR FILING

7841

MEMO TO FILES

January 27, 1972

Re: Footpaths and Bike Trails
SCA and FAS-C Project
Antler Avenue
City of Redmond

Footpaths and bike trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

Sidewalks are planned for this street by the city at a later date.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

NOTED
R. L. SCHROEDER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

RECEIVED
COUNTY & CITY SECTION
JAN 20 1972
☐ ENGR. ☐ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

For Internal Use Only	(1-8) PNRS No.	(9) CARD TYPE	Page One (71

01 12) PROJECT TITLE: Canal Blvd.-S. Railroad Blvd., FAS-926, District 10 (79

02 12) APPLICANT (45: State Highway Division
46) DIVISION: Dept. of Transporation

03 12) APPLICANT ADDRESS STREET (45: State Highway Building
46) CITY (60: Salem
76) ZIP 30: 97310

04 12) CONTACT PERSON (45: L. H. Young
46) Area Code (48: 503
49) Phone (55: 378
56) Extension (59: 6563

05 12) SUMMARY PROJECT DESCRIPTION (Attach supporting documents as necessary.) (71: Construct a curbed roadway 44 feet in width including a structure and

06 12) (71: railroad signals. Approximately 0.1 mile in length.

07 12) (71

08 12) (71

09 12) (71

10 12) (71

11 12) PROJECT LOCATION CITY (45: Redmond
46) PROJECT LOCATION COUNTY (79: Deschutes

12

FEDERAL FUNDS		NON FEDERAL MATCHING FUNDS		OTHER	TOTAL
12) (A) Grant (19	20) (B) Loan (27	28) (C) State (35	36) (D) Local (43	44) (E) Funds (51	52) (F) Funds (60
104,000		26,000			130,000

13 12) TYPE OF OTHER FEDERAL FUNDS (see 12B) (45
46) TYPE OF OTHER NON FEDERAL FUNDS (see 12E) (79 (71

14 12) FEDERAL/STATE PROGRAM TITLE: Title 23 U.S.C. Highways

15 12) FEDERAL/STATE AGENCY NAME (45: Dept. of Transportation
46) FEDERAL/STATE SUB-AGENCY (79: Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (x) the single most applicable box.)

State	Interstate	County	City	School District	Special Unit	Community Action	Sponsored Organization	Other
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (x) as many boxes as apply to this action.)

New Grant	Cont. Grant	Suppl't. Grant	Increase Duration	Decrease Duration	Cancellation	Increase Dollars	Decrease Dollars
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

State		Regional		Local	
Yes	No	Yes	No	Yes	No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34

(D) Is Project Under A-95

Yes	No
☒ 35	☐ 36

(E) Environmental Impact

Yes	No
☐ 37	☒ 38

(F) Housing Relocation Required

Yes	No
☐ 39	☒ 40

(G) ESTIMATED APPLICATION FILING DATE:

41) Month 42)	43) Day (44	45) Year (46
6	15	72

Section: Canal Blvd.-S. Railroad Blvd.

Highway: FAS-926 (Antler Ave.)

County: Deschutes

District: 10

Project Description (cont.)

Grade, drain, base, curb and pave a roadway 44 feet in width, having two 12-foot travel lanes and 10-foot shoulders. To be paved full width with AC. Also construct a reinforced concrete bridge with a 44-foot roadway and a 5-foot sidewalk on each side, along with the installation of signals at the railroad crossing. Road can be closed during construction. Existing bridge is to be removed and disposed of by the contractor.

Explanations:

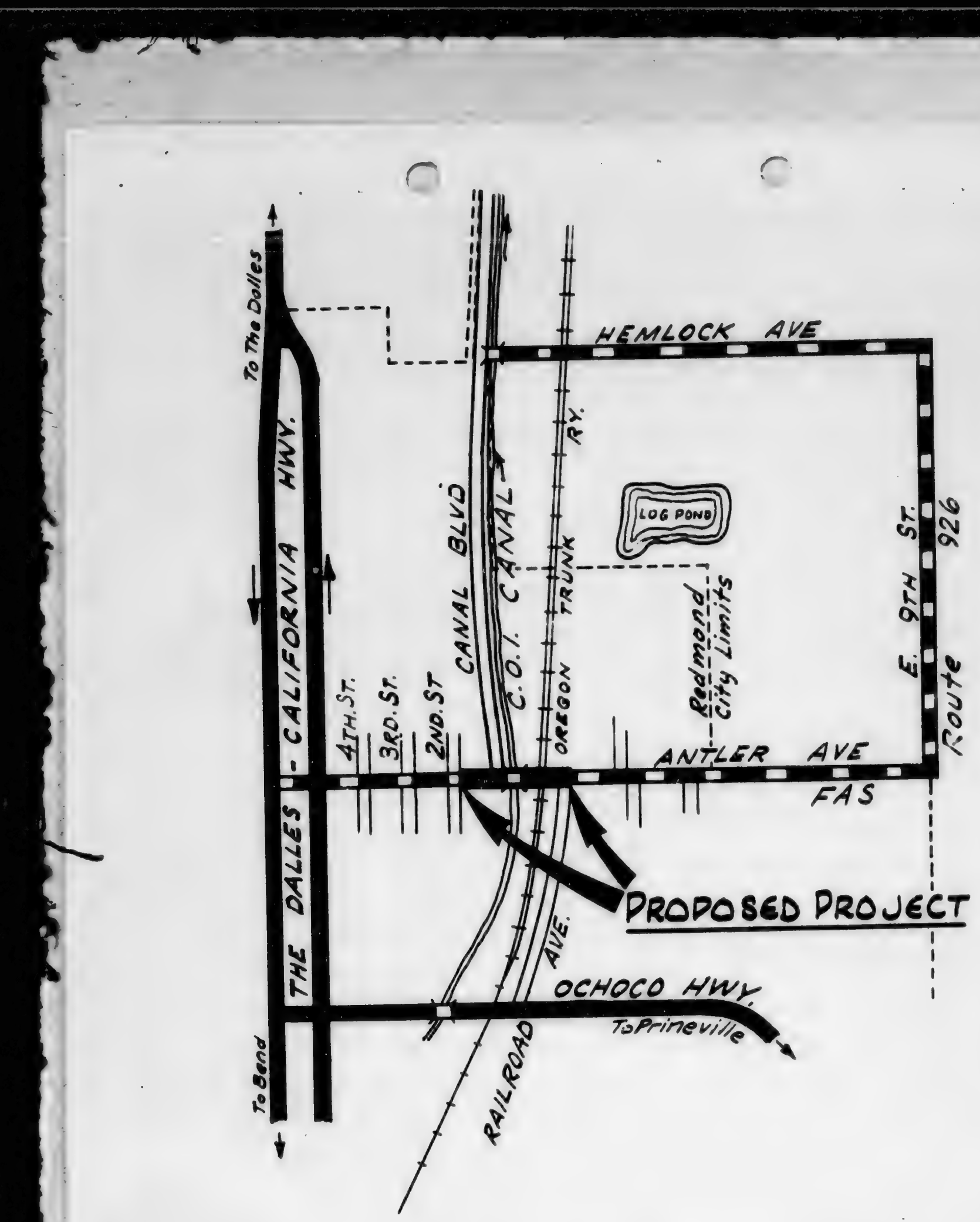
12C: HIGHWAY FUNDS

17C: Fiscal 72-73 County FAS Projects

17E: No explanation required.

17F: No explanation required.

11: District Clearing House Action: Notified 1/18/72 Exempt by Agreement Yes ☐ No ☒



CANAL BLVD. - RAILROAD AVE. SECT.

ANTLER AVE.

City of Redmond

Deschutes County

☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☒ RE ☐ ☐

Board of Commissioners
Deschutes County Courthouse
Bend, Oregon 97701

January 11, 1972

Attn: Mr. Charles Plummer
Roadmaster

Re: Canal Blvd.-S. Railroad Ave. Section
Antler Avenue (Redmond)
FAS 926
Deschutes County

Gentlemen:

This is to inform you that your request for subject project was approved by the Highway Commission at the January 11, 1972 meeting.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

PREFIX NO. 509-1455

LOCATION PROSPECTUS
REDMOND (CANAL STREET-SOUTH RAILROAD BOULEVARD) SECTION
FAS 926
DESCHUTES COUNTY

12-17-71

HIGHWAY: Antler Street in Redmond. Federal-aid Secondary No. 926.

TERMINI: The westerly terminus is at the intersection of Antler Street and Canal Street. The easterly terminus is at the intersection of Antler Street and South Railroad Boulevard.

LENGTH: 0.08 mile.

PROGRAM: Special City Allotment Funds and FAS-C Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for construction of a bridge and approaches. Drop gates to be installed at railroad crossing. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. The entire project lies within the city limits of Redmond.

TYPICAL SECTION: 44-foot curb-to-curb street.

BRIDGE: New structure to be 44 feet between curbs with sidewalks on upstream and downstream sides.

ACCESS: Under City jurisdiction.

AGREEMENTS: Routine FAS-C and Special City Allotment project.

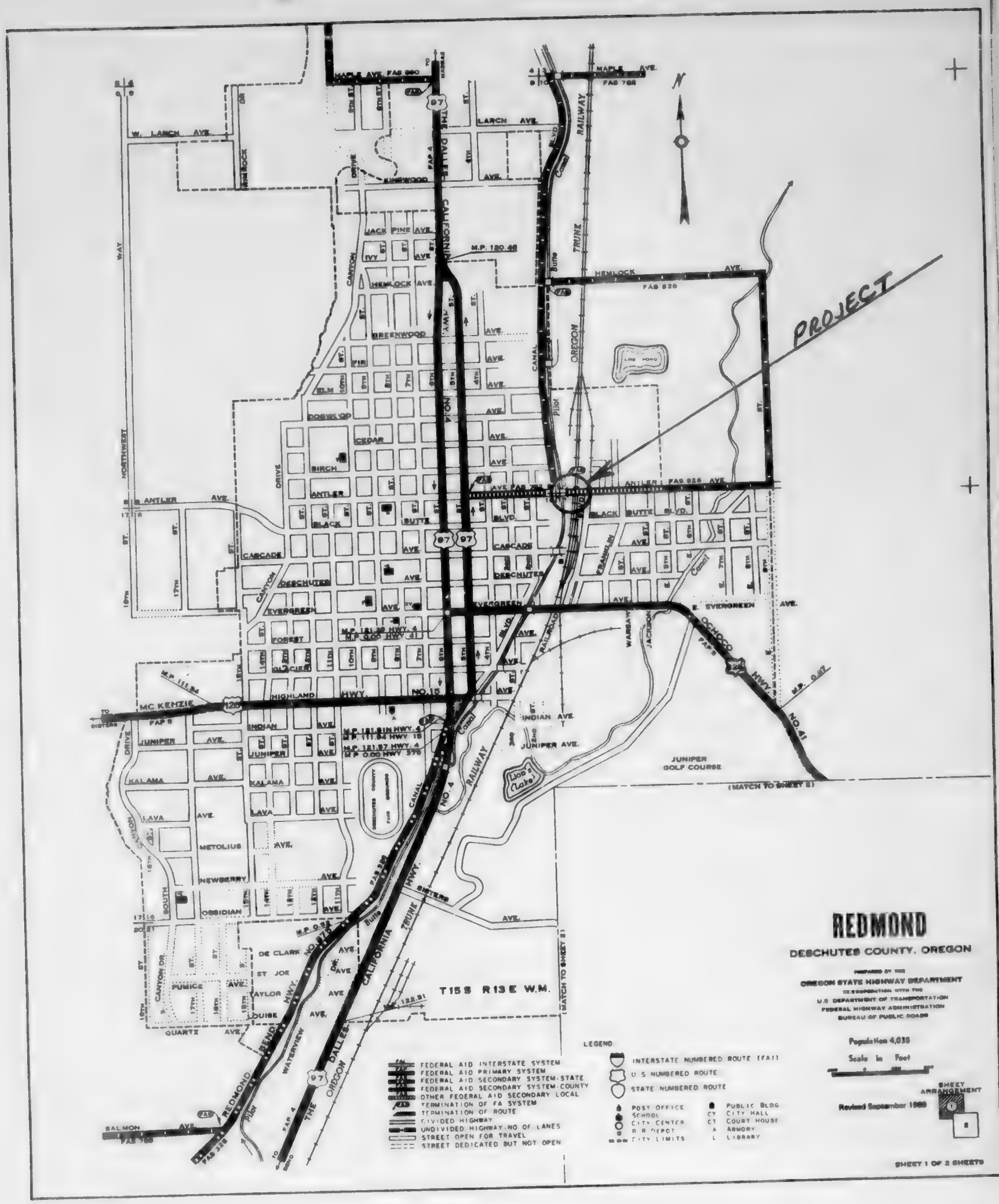
RECEIVED
COUNTY & CITY SECTION
DEC 21 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

December 17, 1971
Attachment

Oregon State Game Commission
Federal Hwy Administration (3)
A. E. Johnson
F. B. Crandall
D. H. Moehring (3)
L. H. Young
H. S. Cox (2)
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills

Fish Commission of Oregon
R. L. Porter
E. S. Hunter
F. L. Hall
F. D. Morgan
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)

J. F. Putnam (3)
F. B. Klaboe
R. N. Bothman
I. D. Merchant (4)
V. D. Wolfe
R. N. Chase
W. N. Hackleman
R. E. Olson
R. E. Royer
F. E. Terpin


PROJECT
N
MAPLE AVE. FAS 660
MAPLE AVE. FAS 768
LARCH AVE.
W. LARCH AVE.
KINGWOOD AVE.
JACK PINE AVE.
HEMLOCK AVE.
HEMLOCK AVE. FAS 826
GREENWOOD AVE.
DOGWOOD
CEDAR
BIRCH
ANTLER AVE.
ANTLER AVE. FAS 826
BLACK BUTTE BLVD.
CASCADE
DESCHUTES
EVERGREEN AVE.
E. EVERGREEN AVE.
FOREST
GLACIER
HIGHLAND HWY. NO. 15
INDIAN AVE.
JUNIPER AVE.
KALAMA AVE.
LAVA AVE.
METOLIUS AVE.
NEWBERRY AVE.
OBSIDIAN AVE.
PUMICE AVE.
DE CLARK AVE.
ST JOE AVE.
TAYLOR AVE.
LOUISE AVE.
QUARTZ AVE.
SALMON AVE.
MC KENZIE
JUNIPER GOLF COURSE
Lion's (Lake)
Log Pond
Pilot Butte
Juniper Butte
MATCH TO SHEET 2
MATCH TO SHEET 2
T15S R13E W.M.
CALIFORNIA TRUNK HWY.
OREGON TRUNK RAILWAY
CANAL
NO. 4
NO. 41
NO. 126
NO. 97
NO. 371
FAP 4
FAP 5
FAS 826
FAS 768
FAS 660
FAS 328
M.P. 120.46
M.P. 121.39 HWY. 4
M.P. 0.00 HWY. 41
M.P. 111.84
M.P. 121.87 HWY. 4
M.P. 0.00 HWY. 378
M.P. 0.92
M.P. 122.91
M.P. 0.67
REDMOND
DESCHUTES COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4,035
Scale in Feet
Revised September 1960
SHEET ARRANGEMENT
1
2
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SHEET 1 OF 2 SHEETS

COUNTY ROAD FAS-C PROJECT REQUEST + 926

Name of County DESCHUTES FAS No. 782 Date 12-14-71
County Road Name KEDMOND ROAD (ANTLER STREET)
Section Name CANAL BLVD - ANTLER ST
Type of Project GRADING & BRIDGE
Location of Project (Attach sketch map)
ADT 230 (1972) Design Speed

Is this request for county bridge design only? Yes ____ No ✓
County FAS bridge design? Yes ✓ No ____

I. ROAD PROJECT DATA

1. Traveled Surface: Type PENETRATION O-4 Width 24

2. Shoulders: Type SOIL Width 2'-4'

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ✓

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ✓
Has base design been given to County? Yes ____ No ✓
Will it be furnished? Yes ✓ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ✓

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ✓

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ✓

8. Clearing:
By County ____ County Date of Completion ____ By Contract ✓

9. Curbs:
Curbs Required? Yes ✓ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) MONOLITHIC CURB & GUTTER
Width between curbs 36' MIN.

10. Are pedestrian walkways necessary? Yes ____ No ____

11. Are there any structures to be replaced or altered? Yes ✓ No ____

12. Will replacement be by: County ____ Contract ✓
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

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✓ ENGR. ✓ CHIEF. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ✓ RE ☐ RPE ☐

13. Will County adjust structure to new grade? Yes____ No✓____

14. Will County adjust structure to additional width? Yes____ No✓____

15. Will adjusted width be standard? Yes✓____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No✓____

17. Does County wish sight posts installed? Yes_____ No✓____

18. Does County wish State to permanently stripe project? Yes_____ No✓____

19. Will County do striping? Yes✓____ No_____

20. Does County wish guardrail installed? Yes✓____ No_____

By County_____ Contractor✓_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No✓____
By seeding and mulching Yes_____No✓____
By rock blanket Yes_____No✓____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes✓____No_____

23. Can through traffic be detoured? Yes✓____No_____

24. Must new detour be constructed? Yes_____No✓____

25. Will detour be maintained by County? Yes✓____No_____

26. Will detour be maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes✓____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes✓____No_____

30. Should State do permanent signing? Yes✓____No_____

31. Will traffic signals be required? Yes_____No✓____
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes✓____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain COORDINATED WITH DITCH COMPANY, LOCAL OPERATIONS, CITY OF REDMOND.

Remarks re Section I:

II. BRIDGE PROJECT DATA

1. Name of river or stream
2. Name of bridge ANTLER AVE. REDMOND
3. Dimensions of existing bridge. Length 19.0' Roadway Width 23.4
4. Type of design and material used in existing bridge. TIMBER STRUCTURE
5. Location (please attach map with location marked):
   Section Township Range W.M.
6. Desired width of bridge 44.0 ?
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)
7. Are sidewalks desired? Yes ✓ No
   Upstream ✓ Downstream ✓ Width 5.0
8. Does County wish a particular type of bridge design? Yes ✓ No
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) PRESTRESSED BEAMS, REINFORCED CONCRETE WITH STANDARD RAIL
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)
9. Will County furnish any materials for bridge? Yes No ✓
   Explain
10. Foundation Testing: By County? Yes No ✓
    By State? Yes ✓ No
11. Will County close road during construction? Yes ✓ No
12. Can presently established road be used as detour? Yes No ✓

13. Must a new detour be constructed? Yes_____ No ✓

14. Will detour be maintained by County? Yes ✓ No_____

15. Will detour be maintained by Contractor? Yes_____ No ✓

16. Will County sign project outside work area during construction?
Yes ✓ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No_____

18. Apprcaches or Connections by County Yes_____ No_____
by Contractor Yes ✓ No_____

Traveled surface: Type A/C Width 32
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ✓ No_____

N.W. quadrant distance from structure 50'
N.E. quadrant distance from structure 50'
S.W. quadrant distance from structure 25 & 125'
S.E. quadrant distance from structure 50'

20. Guardrail: Desired on approaches or connections: Yes ✓ No_____
By County _____ Contractor ✓
Right side only? Yes_____ No_____
Both sides? Yes ✓ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No ✓
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes ✓ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_✓_
By Contractor? Yes_✓_ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No_____ Size_____
Company_____

b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____

c. Storm sewer: Yes_____ No_____ Size_____
Company_____

d. Gas mains: Yes_✓_ No_____ Size_8"_
Company_CASCADE NATURAL GAS_

e. Power lines: Yes_____ No_____ Size_____
Company_____

f. Telephone lines: Yes_____ No_____ Size_____
Company_____

g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes_✓_ No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No_✓_

26. Does County wish complete job of illumination in project?
Yes_____ No_✓_

27. Is project contingent upon other factors? Yes_✓_ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: WATER RUNS IN CANAL

Remarks re Section II: WING WALLS ON THE SOUTH SIDE OF THE NEW BRIDGE SHOULD EXTEND FAR ENOUGH TO ATTACH TO C.C.I.'S NEW CHECK GATE.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ✓ No _____
   By County? Yes _____ No ✓
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No ✓

3. Construction plans and specifications to be prepared:
   By State? Yes ✓ No _____
   By County? Yes _____ No ✓

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____

2. Is any additional right-of-way needed? Yes_____ No ✓

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No ✓
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ✓ No_____
If yes, give type and name of utility company: CASCADE NATURAL GAS CO.

13. Are utilities on existing right-of-way by permit ✓ or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From ~~APRIL~~ OCTOBER
To APRIL

15. Are there any railroad crossings? Yes ✓ No_____

16. Name of Railroad BURLINGTON NORTHERN

17. Number of tracks: Mainline 1 Siding 3 Total 4

18. Sight Distance: Good (Left) Poor (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: 90°

21. Type of Existing Crossing: Grade ✓
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs ✓ Automatic flashing ✓ Stop signs ✓
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection: _____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes _____ No ✓

25. Will railroad crossing be altered: Yes _____ No _____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes ✓ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes _____ No _____
By County? Yes ✓ No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing data? Yes ✓ No _____

29. Will P.U.C. application be made by State ✓ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No ✓
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ _____

2. Available FAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount _____

4. Date match money is available WHEN REQUIRED

5. Will there be any 100% County money? Yes _____ No ✓

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: SOON AS POSSIBLE

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

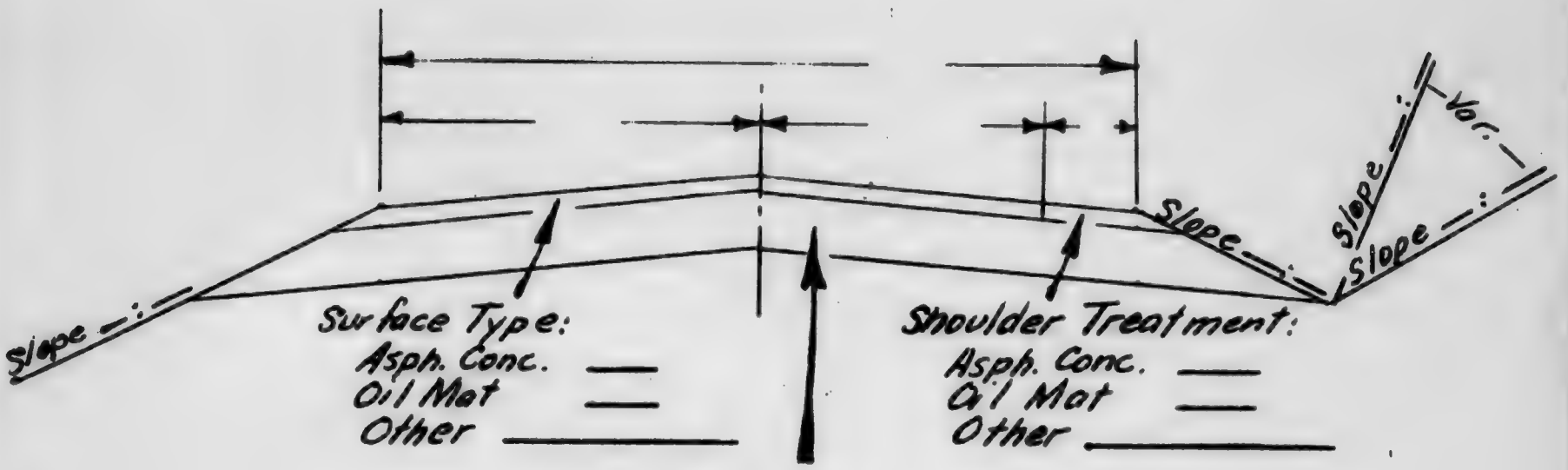
O.S.H.D. Field Engineer

Date 12-27-71

County Deschutes

Date 12-20-71

TYPICAL SECTION



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

Note! side walks on structure only

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UPE ✓ CE ✓ RE RPE

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Redmond (Canal St.-S. Railroad Blvd.)
Highway: F.A.S. 926 Antler St. Bridge
County: Deschutes
Prefix: 509-1455

Res. Engr. W. W. Robertson
Approx. Length 0.08 mile
Sta. Canal St. to Sta. S. Railroad Blvd.
Date December 13, 1971

Mean Truck A.D.T. 391
Traffic Coefficient 8.6
18 kip s. a. per day 85.2
(1)

Annual Precipitation 8"±
Frost Penetration 30"±
CBE Total Requirement *20.0"

Typical Soil

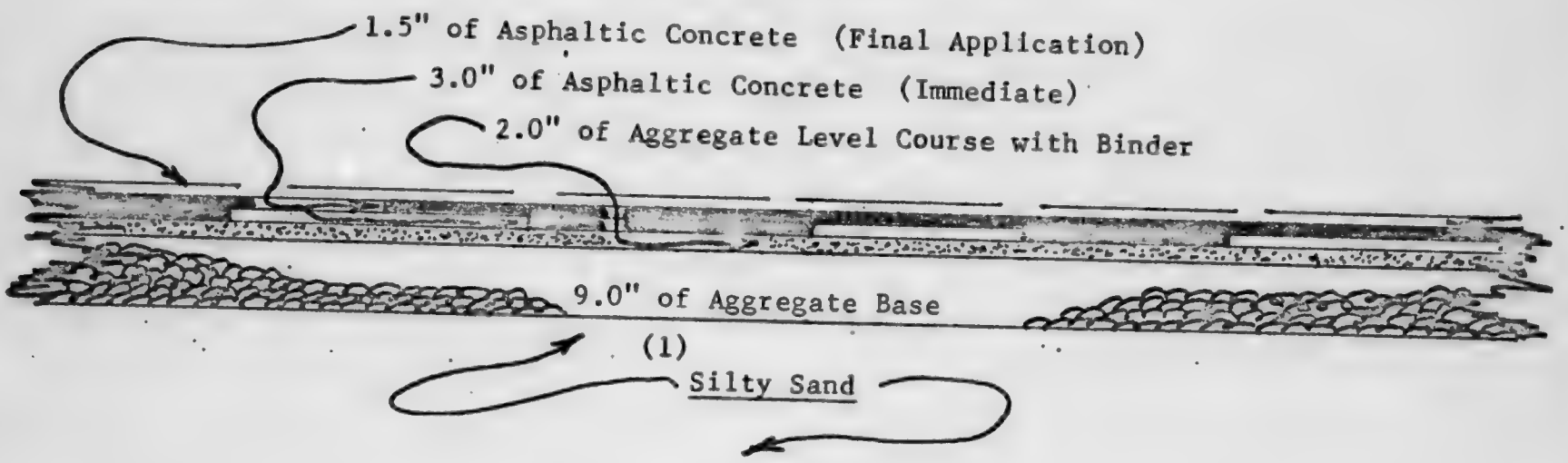
30	LL
0	PI
84	%P 10
35	%P 200
16	% Gravel
12	% C Sand
37	% F Sand
29	% Silt
6	% Clay
46	R Value
A-4	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	Actual Thick.	Component
3.0"	1.5"	A.C. (F.A.)
6.0"	3.0"	A.C. (I.)
2.0"	2.0"	A.L.
9.0"	9.0"	A.B.
20.0"	15.5"	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.0" of Asphaltic Concrete (Immediate)
2.0" of Aggregate Level Course with Binder
9.0" of Aggregate Base
(1)
Silty Sand

*Minimum for traffic classification.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by E. J. Berg
Base Design Engineer
Recommended by John Jentes
Engineer of Materials and Research
Recommended by Lucian D. Wolfe
Location Engineer
Approved by
Asst. State Highway Engineer

Redmond (Canal St.-S. Railroad Blvd.

SECTION: Antler Street Bridge

HIGHWAY: F.A.S. 926 and City of Redmond

COUNTY: Deschutes

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	**"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.0"	2.0"	**10.0"	17.5"	15.0"
6.0 - 7.0	3.0"	2.0"	**10.0"	15.0"	15.0"
4.8 - 6.0	2.0"	2.0"	**11.0"	13.0"	15.0"
Cars Only	2.0"	2.0"	**11.0"	9.5"	15.0"

Remarks:

* Minimum for traffic classification.

** The thickness of the aggregate base course was increased to make the total actual thickness equal to approximately one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Redmond (Canal St.-S. Railroad Blvd.) Antler Street Bridge

HIGHWAY: F.A.S. 926 and City of Redmond

COUNTY: Deschutes

1800 Present ADT (19 71)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	200	1.6	320	260	450	117,000
3	53	1.6	85	69	1000	69,000
4	2	1.6	3	3	1250	3,750
5	45	1.6	72	59	3180	187,620
6	0	---	--	--	2570	- - - -

391 TOTAL

TOTAL AVERAGE ANNUAL DESIGN EWL 377,370

TWENTY YEAR EWL 7,547,400

TRAFFIC COEFFICIENT 8.6

SECTION: Redmond (Canal St.-S. Railroad Blvd. Antler Street Bridge

HIGHWAY: F.A.S. 926 and City of Redmond

COUNTY: Deschutes

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. and Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County and City prefer asphaltic concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section and traffic does not warrant the use of C.R.P.C.C.

NARRATIVE REPORT

Redmond (Canal St. - S. RR Blvd)
FAS 926 Antler St.
Deschutes County

On December 6, 1971 Mr. Anderson, Central Oregon Irrigation District Manager, marked the high water points on the old structure and their elevations were recorded the same date. These elevations may change a little as a new concrete weir has been constructed upstream (south) subsequent to a full head of water being in the canal.

The irrigation district has asked to have the wing walls connect to the present weir however measurments indicate that the easterly portion of the weir is in conflict with a 54' structure.

Center line profile grade on the new structure was arrived at as follows:

Average elevation of the bottom of wood stringers	=	2992.26
Height of prestressed slab (2' 2")		2.17
1½' (min) of pavement @ 22' Rt. or Lt.		0.13
Crown ~~Super~~ rate of 0.02 per ft for 22'		0.44
Finished centerline & profile grade		2995.00

The City of Redmond was contacted for location and widths of the curb openings for drive ways. These are only tenative at this time and may be adjusted prior to construction.

The City of Redmond has indicated that they will contact the railroad about improving the crossing.

The City of Redmond may replace and increase the diameter of the eight (8) inch water line within the proposed project. One (1) fire hydrant will require adjustment.

Numerous power poles will require adjustment.

Cascade Natural Gas Co. has a eight (8) inch line on the present wood structure that is at deck level and will require adjustment.

Mr. Glover, Deschutes County Sanitarian, was contacted with reguard to the drain wells and there is no objection nor will a permit be required.

The canal is in continuous use with full head from April 1st to October 31st annually and has intermittent use the balance of the year.

W W Robertson

W W. Robertson
Res. Engr.

7842 Squaw Creek Canal Bridge Sec. S. of 1972
Sisters on Three Creeks Lake Road
(Structure)

C&A 4553

~~Correspondence re~~
~~Hearing~~

~~Docket 7841~~

OREGON STATE HIGHWAY DIVISION

FORM A-150 (REV 1-73)

HIGHWAY DIVISION INVOICE

NO. 115168

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-9-74	CC1423	

CREDIT DISTRIBUTION

509-1083-297

CODE: DESCHUE

Contract 7842
S- 377(3)

- Deschutes County
- Board of Commissioners
- Courthouse
- Bend, OR 97701

ATTN: Mr. Dave Hoerning
Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Squaw Creed Canal Bridge Section 3 Creeks Lake Road, FAS 853 Covered by agreement dated 2-22-72 Contract #7842			
County Advance Deposit		5,700.00	
Amount previously transferred		4,200.00	1,500.00
County's share of construction costs		5,740.82	
Amount previously transferred		4,200.00	1,540.82
AMOUNT YET DUE STATE			$40.82

RECEIVED
COUNTY & CITY SECTION
AUG - 9 1974
☑ ENGR. ☑ COOR. ☑ DE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

7842

February 21, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 16, 1973, we wrote to you concerning release of final payment on Contract No. 7842 awarded to Hamilton Construction Company for structure of the Squaw Creek Canal Bridge on FAS 853 (Three Creeks Lake Road) in Deschutes County.

Final payment on this contract is $4,419.85 and the total contract amount is $25,530.18. No work was performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Hamilton Construction Co.
P. O. Box 658
Springfield, Oregon 97477

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
J. F. Putnam

5

7842

February 14, 1973

TO Oregon State Highway Commission

FROM

F. S. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7842 Work Completed December 22, 1972

Project Squaw Creek Canal Bridge

Highway FAS (Three Creeks Lake Rd.) County Deschutes

Type of Work Structure

Contractor Hamilton Construction Co.

Recommended Acceptance Date February 13, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrance.

VG:dg

cc C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
M. S. Coulter

OREGON STATE HIGHWAY DIVISION

7842

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE January 30, 1973

Federal-aid Project No. S-377(3)

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Office Engineer

SUBJECT Notification Contract Work Completed

Contract 7842 Work Completed December 22, 1972

Project Squaw Creek Canal Bridge

Highway FAS 853 (Three Creeks Lake Road)

County Deschutes

G. L. Green
Division Engineer

VG:dgk

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DEC 27 1972
FOR FILING

Form FHWA-121 (12-...
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

1942

TO : MR. GEORGE M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE: DECEMBER 27, 1972

In reply refer to:

FROM : G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

RECEIVED
STATE HWY ENGR
DEC 29 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: OREGON PROJECT S-377(3)
SQUAW CREEK CANAL BRIDGE - CLOVERDALE ROAD SECTION
McKENZIE-BEND HIGHWAY
TRANSFER OF FEDERAL LAND
STATE OF OREGON FILE NUMBER 44337

ENCLOSED IS AN ORIGINAL AND TWO COPIES OF THE EXECUTED HIGHWAY EASEMENT DEED FOR THE ABOVE REFERENCED PROJECT.

PLEASE EXECUTE AND RECORD THE DEED AND ADVISE THIS OFFICE OF RECORDING INFORMATION. UPON RECEIPT OF THIS INFORMATION THIS OFFICE WILL ADVISE OUR REGIONAL OFFICE AND THE FOREST SERVICE.

ENCLOSURE

1-3-73
Orig + Encl
to Maintenance
"Take Appropriate
Action"

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

through the Forest Service, has agreed to the transfer by the Department of an easement over the land to the GRANTEE;

7842

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

5

NAME OF JOB: Squaw Creek Canal Bridge	SECTION: Squaw Creek Canal Bridge	WEEK ENDING: December 23,1972
		SECTION PREFIX: 509-1083
	HIGHWAY: FAS 853	COUNTY: Deschutes
CONTRACTOR: Hamilton Construction Co.	KIND OF WORK: Structure	
DATE OF CONTRACT: November 9, 1972	CONTRACT NUMBER: 7842	FEDERAL AID PROJECT NUMBER: S-377(3)
	DATE WORK STARTED: November 20, 1972	ESTIMATED COMPLETION DATE: December 22, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 32
PROJECT AUTHORIZATION: $28,720.04	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 27
EXCLUSIVE OF ENGINEERING: $26,211.74	ENGINEERING AUTHORIZATION: $2,508.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr.: 102
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $26,830.00	This week: 266.80	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl engr: 93
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 102 %	ENGINEERING COST TO DATE: $ [illegible]	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION: 53 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16060							
PERCENT	102							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Rain, cool	1		
MONDAY 18	Rain shrs., cool	1		
TUESDAY 19	Rain, cool	1		
WEDNESDAY 20	Rain, cool	1		
THURSDAY 21	Rain, cool	1		
FRIDAY 22	Rain, cool	1		
SATURDAY 23		0		

Routing: Keasey, Bond, Walker, Johnsen, Pease, Glenn, Litchfield, Berg

RECEIVED
DEC 27 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12-17-72	No work
MONDAY 12-18-72	No work
TUESDAY 12-19-72	Bolted metal guard rail posts to structure. Cleaned ice from deck and slab keyway.
WEDNESDAY 12-20-72	Placed steel shims under slabs not having proper bearing. Grouted precast slab keyways. Began installing metal guard rail. Backfilled bents 1 & 2.
THURSDAY 12-21-72	Completed installing guard rail. Cleaned jobsite except for covering over grout. Job complete except for removing cofering.
FRIDAY 12-22-72	Contractor cleaned area and moved off job.
SATURDAY 12-23-72	Contract work completed

REMARKS

All contract items completed 12-22-72. Calendar day count stops at 5:00 p.m. 12-22-72.

cc: Bridge
Const ✓
Region
File

SIGNED N. D. Krehbiel LOCATION Bond

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#7842

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
12-12		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Deschutes
	11-28-72	PROJECT NO. S-377(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Squaw Creek Canal Bridge Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-19-72	0.008
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 28,720.00	$ 18,254.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By E D Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Date executed by Division Engineer NOV 28 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

-over-

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal Aid
Project No. S-377(3)

SQUAW CREEK CANAL BRIDGE SECTION

COUNTY FAS ROUTE 853 IN DESCHUTES COUNTY

Salem, Oregon, November 20, 1972

Project Agreement Estimate.

Type Code X080
Structure (Bridge #16060) (Sta. 2+26 to Sta. 2+66)

Channel Excavation	120 cu.yds.	$ 2.40	$ 288.00
Bridge Removal Work	All Required		1,500.00
Structure Excavation	35 cu.yds.	8.00	280.00
Furnish HP 10 X 42 Steel Piling	250 lin.ft.	7.50	1,875.00
Drive Steel Piles	10 only	150.00	1,500.00
Splice Steel Piles	2 only	50.00	100.00
4' X 40'/45' Prestressed Slabs	9 only	1,600.00	14,400.00
Structural Steel (6,300 lbs.)	All Required		2,000.00
Metal Rail	75 lin.ft.	16.00	1,200.00
Loose Riprap, Class 100	70 cu.yds.	12.00	840.00
			$ 23,983.00
Temporary Erosion Control	All Required		$ 100.00
Furnish Guard Rail for Roadway at Bridge Ends	All Required		1,000.00
			$ 1,100.00
		Subtotal	$ 25,083.00
		Engr. & Cont.	3,637.00
		Total	$ 28,720.00

Length of Structure - - - - - - - - - - - - - - 0.008

Federal Funds - - - - - - - - - - - - - -

Deck
fas 853

SALEM, OREGON
November 20, 1972

Mr. Vern Skoog
Controller

B U I L D I N G

Attn: Mr. John Herr

Squaw Creek Canal Bridge
FAS 853
Deschutes County

Attached is Deschutes County's Warrant #4225 in the amount of $5,700. This is the correct amount for the advance deposit for this project. The contract #7842 was awarded previously.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt
Att.

cc: L. H. Young
Walt Hart

Rec'd. Warrant #4225 on 11/20/72

By_____

ENGR. COOR. DE AE UE
UPE CE RE RPE

RECEIVED
NOV 9 - 1972
FOR FILING

7842

November 9, 1972

Hamilton Construction Co.
P. O. Box 658
Springfield, Oregon 97477

Gentlemen:

The State Highway Commission on October 31, 1972, accepted your proposal for the Squaw Creek Canal Bridge Section on FAS 853 in Deschutes County for the sum of $23,983 and referred it to the Administrator of Highways with authority to award the contract as soon as Deschutes County approves the project and deposits $5,700.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7842.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 21, 1972.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.
cc Pac. Bldr. & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle and Portland
C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
Wm. Geibel
J. F. Putnam
N. D. Krehbiel

SQUAW CREEK CANAL BRIDGE SECTION

FAS 853 (Three Creeks Lake Road)

DESCHUTES COUNTY

FAP No. S-377(3)
Structure

Bids Received October 26, 1972

1.	Channel Excavation	120 cu.yds.	2.00	$	240.00
2.	Bridge Removal Work	All Specified			3,000.00
3.	Structure Excavation	35 cu.yds.	10.00		350.00
4.	Furnish HP 10x42 Steel Piling	250 lin.ft.	5.00		1,250.00
5.	Drive Steel Piles	10 only	200.00		2,000.00
6.	Splice Steel Piles	2 only	50.00		100.00
7.	4' x 40'/45' Prestressed Slabs	9 only	1,600.00		14,400.00
8.	Structural Steel	All Required			3,150.00
9.	Metal Rail	75 lin.ft.	20.00		1,500.00
10.	Loose Riprap, Class 100	70 cu.yds.	10.00		700.00
		For Comparison of Bids		$	26,690.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 26,690.00
Anticipated Additional Items:		
Temporary Erosion Control	100.00	
Furnish Guard Rail for Roadway at Bridge Ends	1,000.00	
		1,100.00
		$ 27,790.00
Contingencies (4-1/2%)		1,250.55
Engineering (10%)		2,779.00
Estimated Net Authorization, Construction		$ 31,819.55

TRANSACTION NUMBER 9-40

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-19-72

BY (Signature): MR. YOUNG'S SEPTEMBER 12, 1970 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1103 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1103	S-377(3)	0.02	35,000 NOTED F. B. KLABOE	22,200	SQUAW CREEK CANAL (THREE CREEK LAKE ROAD) BRIDGE SECTION. DESCHUTES COUNTY	ONE STRUCTURE

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO
FOR
Info | Inves | RID | DIR | Stat | Fist | File

9-21-72
Young

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-19-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

September 18, 1972

Mr. Charles Plummer
Deschutes County Roadmaster
Courthouse
Bend, Oregon 97701

Re: Squaw Creek Canal (Three Creeks Lake Road) Section
FAS 853
Deschutes County

Dear Mr. Plummer:

I do not know how this misunderstanding of the responsibility for moving the utilities came about, but the copy of the enclosed letter to the Central Electric Co-op, Inc. by Mr. Litchfield dated August 23, 1972, is the policy we follow on all county FAS projects. It appears that the pole in question is on County right-of-way, so if this is the case, it should be the power company's responsibility and expense to move the pole.

If there are any questions, please call us.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

ENGR. ✓ OGGR. CE

UTILITY UNIT

Fas 853-
Deech Co

RECEIVED
COUNTY & CITY SECTION
SEP 18 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Phone 378-6511

August 23, 1972

Central Electric Cooperative Inc.
P. O. Box 846
Redmond, Oregon 97756

Re: Preliminary Plans
Squaw Creek-Canal Bridge Section
Three Creeks Lake Road (FAS-853)
Deschutes County

ATTENTION: Mr. Robert Goldsmith

Gentlemen:

Enclosed you will find one set of a preliminary plan on the above subject project. The present tentative schedule calls for opening of bids on September 28, 1972.

It is the obligation of the County to arrange for the adjustment of any utilities which may conflict with the proposed construction, and to reimburse the utility for any adjustment found to be legally eligible. If you have such facilities, please prepare an estimate and sketch map in accordance with PPM 30-4, dated February 14, 1969.

This estimate and sketch and a schedule for accomplishing the relocation should be submitted to Mr. Charles Plummer, County Roadmaster, Deschutes County, 1507 E. First Street, Bend, Oregon 97701.

A sketch map and schedule for accomplishing the work must be submitted to Mr. Plummer not later than the opening of bids on September 28, 1972.

Upon completion of the sketch map for your relocation, please contact the County Roadmaster for assistance in applying for an amended or a new permit.

Mr. J. W. Valentine, Regional Utility Engineer of the Oregon State Highway Division, 2960 State Street, Salem, Oregon, will be available to help coordinate your work with the County and State, if necessary.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure
cc: Mr. C. Plummer
County Roadmaster
A. E. Johnson
H. S. Cox
J. F. Putnam
J. W. Valentine

Item 1 — Is addressed. It is the obligation of the county to arrange for adjustment of utilities ~~which~~ legally eligible. The county can't force the utility to pay — if not the utility must make the cost [illegible]

jas 853
Deach Co

Central Electric Cooperative, Inc.

P. O. BOX 846 . . REDMOND, OREGON 97756
PHONE 548-2144, AREA CODE 503

HIGHLAND AVENUE
AT
FIFTEENTH STREET

September 12, 1972

Mr. Charles Plummer
County Roadmaster
Deschutes County
1507 E 1st
Bend, OR 97701

Dear Mr. Plummer:

In accordance with instructions from the Oregon State Highway Division, we are submitting an estimate of costs involved in moving a pole where Three Creeks Highway crosses Squaw Creek.

The labor, plus pole, minus salvage of pole comes to $55.50.

The work will be done upon receipt of the above figure. — ?

Very truly yours,

Robert Goldsmith

Robert Goldsmith,
Office Manager

RG:gjm

Enclosure

RECEIVED
COUNTY & CITY SECTION
SEP 15 1972
☐ ENGR. ☑ COOR. ☐ ☐ ☐ UE
☐ UPE ☐ ☐ ☐ RPE ☐

RECEIVED
SEP 13 1972

FAS 853
Desoto Co

40'-0" c/r to c/r

Sta 2+26.00 ℄ Brg

Sta 2+66.00 ℄ Brg

SQUAW CREEK

Power Pole

Power Pole

El 98.17

El 97.68

El 98.13

El 97.64

Existing ℄

5'-0½" Shld

12'-0" Lane

12'-0" Lane

5'-0½" Shld

9 - 4'-0" 18" Standard Precast Prestressed Slabs

36'-0" o.o Slabs

34'-1" Rdwy

83°57' Typ

150'

20'-0" Channel

8 Rail Post Spaces @ 6'-3" = 50'-0"

Pay Limits Typical Both Sides

Note.
Elev shown are top of concrete slab @ ℄ of brg. 16' Lt and Rt 2" below finish grade

PLAN VIEW
Scale 1" = 5'

Span # 1

Existing Ground 12' Rt

Existing Ground 12' Lt.

Bent #1

Bent #2

HW Elev 93.3

Slope 1½:1 (Typ) Norm. to Chan

2' Typ

Class 100 Loose Riprap
Limits:
10' ± beyond edge of deck (typ)

ELEVATION VIEW
Scale 1" = 5'

Sta 2+26.00 (℄ Brg)

Sta 2+66.00 (

℄ Brg = ℄ Brg

℄ Brg = ℄ Brg

3'-9" Typ

5 - HP 10 x 42 Steel Piles @ each Bent

8'-2" Typ

8'-2"

19'-1½"

83° 57' Typ

Symetrical about ℄ Rdwy

W 14 x 87 Pile Caps
See Drw # 23676 for details not shown

FOOTING PLAN
Scale 1" = 5'

RECEIVED
COUNTY & CITY SECTION
SEP 15 1972
ENGR. ☐ COOR. ☐ CE ☐ AE ☐ DE
HPE ☐ CE ☐ RE ☐ RPE ☐

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

9-12-72

FEDERAL-AID PR
(PPM 21-

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	Co. Rd. 2.7 mi. S. of Sisters 21 65	ADT	110*	210 (66) (70)	92 (71) (72)

CARD	CHARACTER OF PROPOSED WORK (55 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH Y
CARD 3	One Bridge 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	Secondary	Deschutes	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 853

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		Co. Rd. 2.7 mi. S. of Jct. US 20 at Sisters			
5					ROW					
5					CONST (CODE) X080		"Squaw Cr. Canal (Three Cr. Lk. Rd.) Br. Sec."	0.02	35,000	22,200
								0.02	35,000	22,200

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		(16) (23) (24) (33)
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	110*	210	92	10	Oregon	35	022	1103

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						S-	377	(3)		

COUNTY NAME: Deschutes — CODE: 017

ROUTE NO. S — FEDERAL-AID: 853 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
of rs						Construct one pre-stressed concrete slab span bridge (L. 40', H.C. 34'-1"). (County to const. Intermediate-type surface approach roadways)
Three c."	0.02	35,000	22,200	6,400	6,400 (Co.)	ROW-60' normal; Access control- None; Parking restrictions- None.
ECT ALS	0.02	35,000	22,200	6,400	6,400 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

SQUAW CR. CANAL (THREE CR. LAKE RD.) BRIDGE SEC.
PROJECT NO. S-377(3)

Existing Facility: Timber bridge, L. 19', H.C. 24'.

Adjacent Sections: 20-foot oil mat surface with 5-foot gravel shoulders.

Project Data: Construct one prestressed concrete slab span bridge (Br. No. 16060) 40 feet in length with 34'-1" horizontal clearance, place necessary riprap, remove and dispose of the existing structure. Guard rail for the approach roadways to be furnished and stockpiled at the site.

NOTE: County will construct and intermediate-type surface a 34-foot (includes shoulder areas) approach roadway at both ends of bridge and install guard rail for the approach roadways.

*The DHV is 35 for this location and therefore the 34-foot nominal width structure falls within the minimum standard allowed under the Secondary Road Plan.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None involved as project does not require additional ROW.

System Action, Water Development, Railroads, Recreational and Historical Areas: None involved.

Negative Environmental Declaration: Concurred in by FHWA September 6, 1972.

State and District 10 Clearinghouse: Approval letters dated March 28, 1972 and April 24, 1972, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-B.

Location/Design Approval: Granted September 12, 1972 under the Secondary Road Plan.

Route Data: School bus route, mail route, recreation route, and log hauling road.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

LOCATION - DESIGN APPROVAL

COUNTY: DESCHUTES

SECTION: Squaw Creek Canal Bridge

FAS NO.: 853

ROAD NAME: Three Creeks Lake Road

PROJECT DESCRIPTION: Construct reinforced concrete bridge 40 feet long and 34 feet wide; grade and pave approaches, install guardrail, and remove existing structure.

ESTIMATED COST: $40,000

HIGHWAY COMMISSION APPROVAL: February 22, 1972

HEARING: None required

STATE CLEARINGHOUSE REVIEW: March 28, 1972

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration, FHWA concurrence Sept. 6, 1972

REMARKS:

APPROVED: September 12 19 72

E J Johnston

Assistant State Highway Engineer

P 5

SEP 6 - 1972

7842

September 1, 1972

Board of County Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

MISC. CONTRACTS and AGREEMENTS No. 7553

Attention: Rosemary Patterson
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement pertaining to construction of a bridge over the Squaw Creek Canal Bridge Section on the Three Creeks Lake Road (FAS 853).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
att.

cc H. S. Cox
(agree. att.)

Copy to: John Oaks
C G Swenson
R N Chase
J. F. Putnam

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

8-22-72

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 853

Project Name Squaw Creek Canal (Three Creeks Lake Road) Bridge Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon,

this 22nd day of August, 1972.

DESCHUTES County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG 24 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

(5/12/70)

ENVIRONMENTAL
UNIT
FILE COPY

OREGON STATE HIGHWAY DIVISION

7842

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 17, 1972

Keep

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Re: Negative Declaration — #7842
Squaw Cr. Canal Bridge Sec.
FAS 853 Deschutes County

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located at the point where Three Creeks Lake Road crosses Squaw Creek Canal approximately 2.7 miles south of Sisters, Deschutes County, Oregon.

The proposal consists of constructing a new reinforced concrete bridge approximately 40 feet long, having a 32-foot roadway without sidewalks, plus installing required guardrail and removing the existing structure. Approximately 200 feet of roadway will be widened and surfaced consisting of two 12-foot paved travel lanes and 4-foot gravel shoulders. The proposed structure will be located on the same alignment as the existing bridge and will have a slight raise in grade.

PURPOSE OF PROJECT The purpose of the proposal is to replace an existing substandard timber bridge consisting of single 20-foot long span 24 feet wide. The present structure, built in 1960, is not capable of carrying anticipated heavy log truck traffic.

EXISTING ENVIRONMENTAL SETTING Squaw Creek Canal is diverted from Squaw Creek a short distance westerly from the proposed project site and flows in a northeasterly direction into the irrigated farmlands east of Sisters. The canal, having a maximum flow of 250 cfs, is typical of the numerous irrigation systems serving the Central Oregon region.

The terrain surrounding the proposed project is generally flat with outcroppings of lava and is sparsely covered with snow brush and small patches of timber. Volcanic action has covered the area with a gravelly pumice material which makes up the banks and streambed of Squaw Creek Canal.

Three Creeks Lake Road serves the dual purpose of a recreation and timber access route within ghe Deschutes National Forest. Beginning at Sisters, the route extends southerly into the eastern slopes of the Cascade Mountain Range. The first nine miles traverses the flat terrain in which the proposed project is located; then the road begins a gradual ascent toward the Three Sisters Wilderness Area. Other than Sisters and its adjacent surroundings, resident population along Three Creeks Lake Road is nonexistent. The 1971 traffic volume of 100 ADT at the proposal site is made up largely of log hauling and recreational usage.

DISCUSSION OF ENVIRONMENTAL IMPACTS The most significant impact of the proposed project will be in providing a safe and durable facility for the road user. Benefits will accrue to the County in reduced maintenance costs.

Since it is the intent of the proposal to replace the existing facility at its present location and within existing right-of-way limits, no additional right-of-way will be required. Adjacent properties will not be impaired and all road approaches will be restored.

There are no public parks, recreation facilities, wildlife refuges or registered historical sites that will be affected by the project.

Notices of Intent were filed with the State and District Clearinghouses on February 28, 1972, and no reply was received from either of these agencies. The design and construction of the proposal will be coordinated with the Squaw Creek Irrigation District to ensure that the integrity of the canal and its operational functions will not be impaired.

All necessary precautions will be taken to maintain water quality of Squaw Creek Canal. The aquatic habitat and the surrounding natural environment will remain unimpaired. Federal, state and local regulations concerning erosion control, air pollution, and water quality will be enforced.

Inconveinience to the traveling public will occur while the road is closed during construction; however, alternate routes are available until the new facility is completed. Adequate signing and flagging for the temporary direction and protection of traffic will be provided.

Footpaths or bicycle trails are not planned due to the lack of need or probable use, the isolation of the area, sparsity of population, and the absence of any similar facilities adjacent to the project.

Since additional right-of-way is not required and the proposed project has no adverse effect on abutting properties and does not change the function or layout of connecting roads or the facility being improved, a public hearing will not be required.

BASIS FOR NEGATIVE DECLARATION The proposed project, although not extensive in nature, is an important element in sustaining the usefulness and safety of Three Creeks Lake Road. The benefits of the finished project will outweigh any temporary inconvenience to the road user. The detrimental impacts, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Deschutes County, and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By R. L. Schroeder

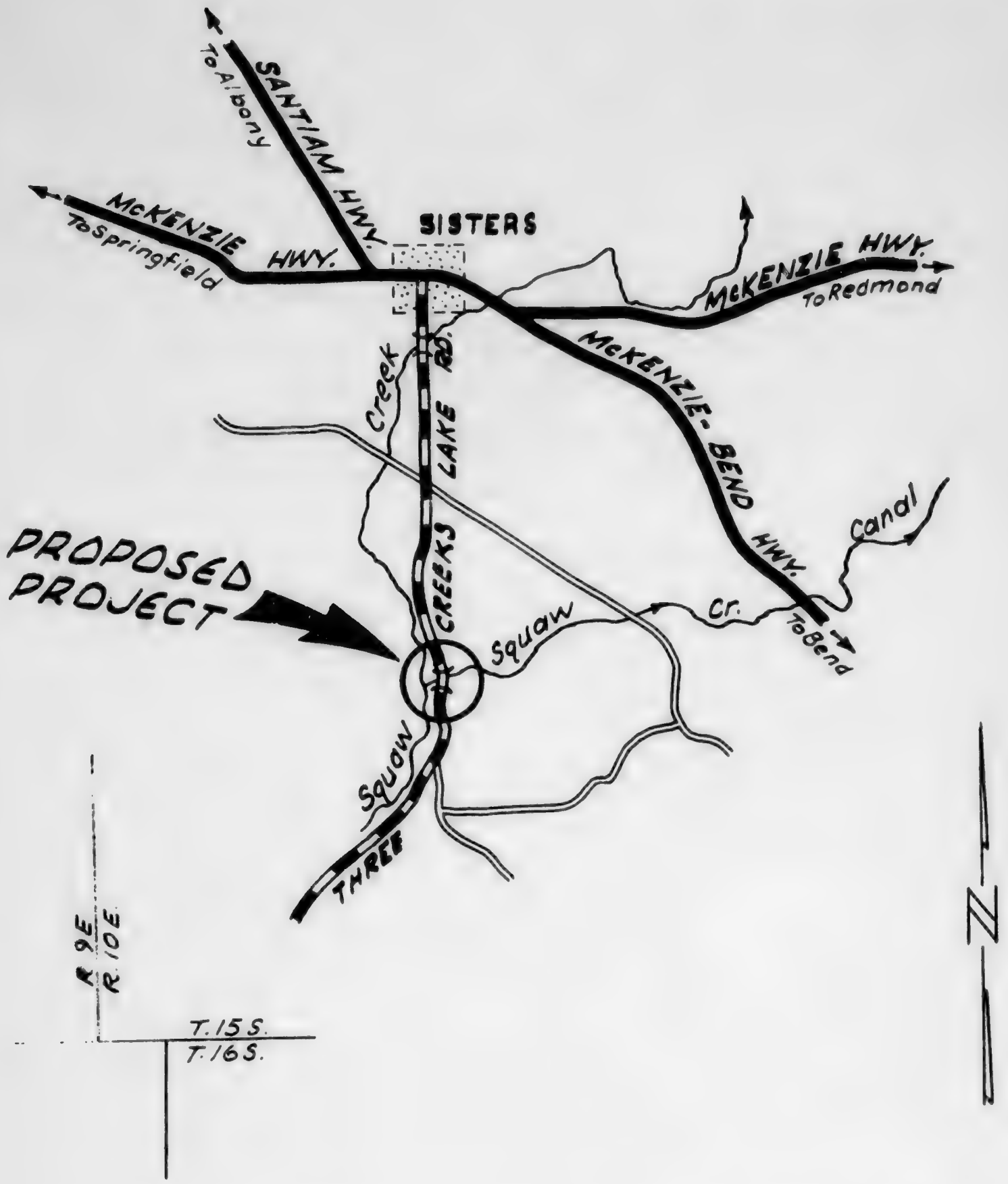
R. L. Schroeder
Assistant State Highway Engineer

RHP:lat dg

Endorsement to Oregon State Highway Division

Concur G. L. Green Date 8-24-72

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
R. E. Royer
V. D. Wolfe
L. H. Young
J. B. Boyd



SQUAW CR. CANAL (THREE CREEKS LAKE RD) BR.

THREE CREEKS LAKE ROAD

Deschutes County

ADT 210 1972 DHV 35
210 1992 65

SAFETY:

MEMO TO R. N. CHASE Date: August 15, 1972

FAS 853, Deschutes COUNTY, Squaw Crk Canal(Three Crks Lake Rd)Bridge SECTION

TERMINI:
2.67 miles south of junction with FAP-5. Approximately 2.5 miles south of the City of Sisters.

PROPOSED WORK: Structure and approaches

PROJECT LENGTH: Approximately 80' long

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	35,000	21,000	7,000	7,000	

EXISTING FACILITIES: Timber bridge on concrete abutments and 19' long with a 24' roadway.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: 20' oil roadway with 5' gravel shoulders

SOUTH/~~WEST~~ END:

PROJECT DATA:
Construct a concrete bridge 40' long with a 32' roadway (Also construct the approaches and connections) which will have two 12' travel lanes and 4' shoulders paved full width with AC. Contractor to remove and dispose of existing bridge.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required per Par 6c of PPM 20-6. See Memo 8/10/72
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: See S-377(2)

Park and recreation area affected No
Relocation assistance No one moved

Social, economic & environmental effects considered Yes
Location and design approved ---
Clearinghouse approved No reply, submitted 2/28/72
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Council of Governments (A-95 review) No reply, submitted 2/28/72
Negative Declaration ---

RECEIVED
AUG 10 1972
FOR FILING
7812

MEMO TO FILES
August 10, 1972

RE: Squaw Creek Canal Bridge
Three Creek Lake Road, FAS 853
Deschutes County

NOTED
F. B. KLABOE

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Additional right-of-way will not be required. It is proposed to construct a new bridge and approaches all within the existing 60-foot right-of-way.

2. The project does not adversely affect the abutting property. Adjacent property will in fact be enhanced by the wider bridge and attendant roadway and approaches.

3. The project does not change the layout or function of connecting roads or the facility being improved. The road will be closed temporarily during construction; however, other routes are available for detouring traffic. The existing facility, when improved, will retain its function as a two-lane, two-way road.

R. H. Prange
Rural Engineer
County and City Section

RHP:lat
cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
V. D. Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

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AUG 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 28 1972
FOR FILE

1842

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Squaw Cr. Canal (Three Cr. Lk. Rd.) Br.
Highway: F.A.S. 853
County: Deschutes
Prefix: 509-1457

Res. Engr. _____
Approx. Length _____
Sta. _____ to Sta. _____
Date 7-13-72

Mean Truck A.D.T. 96.0
Traffic Coefficient 7.9
18 kip s. a. per day 40.9
(1)

Annual Precipitation 11"+ (Bend)
Frost Penetration 28"+
CBR Total Requirement *18.5"

Typical Soil

N.P.	LL
N.P.	PI
90	%P 10
31	%P 200
10	% Gravel
9	% C Sand
50	% F Sand
28	% Silt
3	% Clay
67	R Value
A-2-4	AASHO Classif.

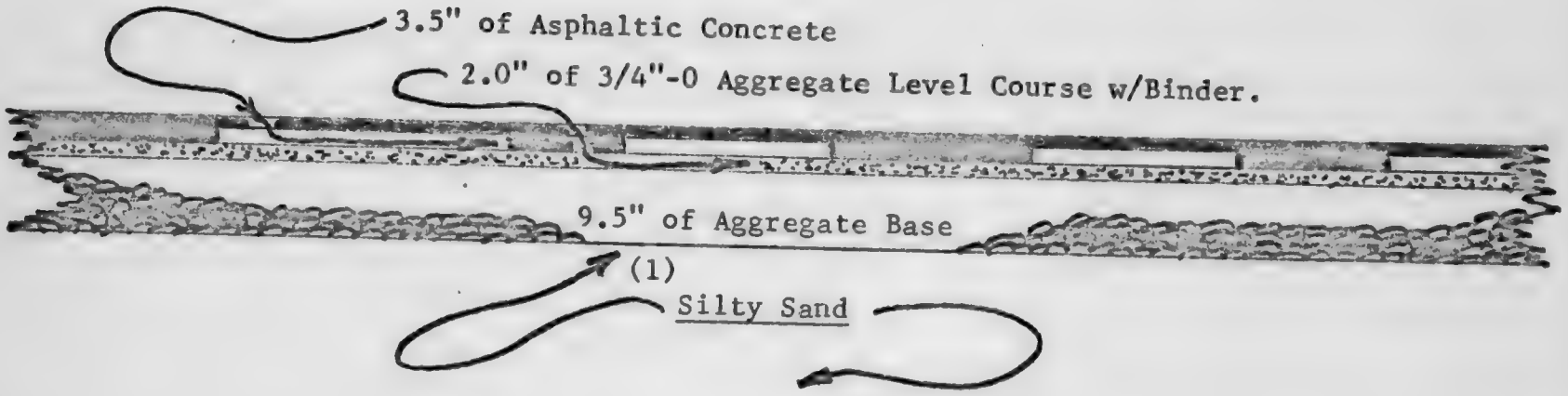
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
7.0	3.5	A.C.
2.0	2.0	A.L.
9.5	9.5	A.B.
18.5	15.0	

NOTED
E. S. HUNTER

STRUCTURAL SECTION



*Minimum for Traffic Classification.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

RECEIVED
JUL 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by E. J. Guay
Base Design Engineer

Recommended by [illegible]
Engineer of Materials and Research

Recommended by [illegible]
Location Engineer

Approved by [illegible]
Asst. State Highway Engineer

SECTION: Squaw Cr. Canal (Three Cr. Lk. Rd.) Br.

HIGHWAY: F.A.S. 853

COUNTY: Deschutes

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	2.0"	8.5"	17.5"	14.0"
6.0 - 7.0	3.0"	2.0"	9.0"	15.0"	*14.0"
4.8 - 6.0	2.0"	2.0"	10.0"	12.5"	*14.0"
Cars Only	2.0"	2.0"	10.0"	11.0"	*14.0"

*The total surfacing thickness has been increased to equal approximately one-half the depth of frost penetration.

Remarks:

At the request of H. S. Cox, County-City Engineer, stage construction has not been included as part of the design.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0'	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8'	Aggregate Base
1.0"	Cement Treated Base	=	1.8'	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8'	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Squaw Cr. Canal (Three Cr. Lk. Rd.) Br.

HIGHWAY: F.A.S. 853

COUNTY: Deschutes

110 Present ADT (1972)

68 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	5	1.5	8	7	450	3,150
3	37	1.5	56	47	1000	47,000
4	0	---	--	--	1250	- - -
5	33	1.5	50	42	3180	133,560
6	0	---	--	--	2570	- - - -
				96	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 183,710

TWENTY YEAR EWL 3,674,200

TRAFFIC COEFFICIENT 7.9

SECTION: Squaw Cr. Canal (Three Cr. Lk. Rd.) Br.

HIGHWAY: F.A.S. 853

COUNTY: Deschutes

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Not applicable. See remarks on Page 2.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short project.

Traffic does not warrant the use of C.R.P.C.C.

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MAY 11 1972
FOR FILE
7842

PREFIX NO. 509-1457

LOCATION PROSPECTUS
SQUAW CREEK CANAL (THREE CREEKS LAKE ROAD) BRIDGE SECTION
FAS 853
DESCHUTES COUNTY

HIGHWAY: Three Creeks Lake Road. Federal-aid Secondary No. 853.

TERMINI: Mile Point 2.7.

PROGRAM: Proposed FAS-C. 1972 Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for construction of a new bridge over the Squaw Creek Canal. Detour during construction will be the County's responsibility. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time. State to prepare vicinity map.

TYPICAL SECTION: Two 12-foot travel lanes and 4-foot shoulders.

BASE DESIGN: To be determined during the survey.

ACCESS: County's jurisdiction.

BRIDGE: New structure to have 32-foot horizontal clearance.

ADD'L FACILITIES: None.

MATERIAL: Commercial source.

UTILITIES: Routine utility adjustments and agreements will be necessary.

AGREEMENTS: Routine FAS-C project.

PARKS: None Affected.

NOTED
TOM EDWARDS

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

May 5, 1972
Attachment
Oregon State Game Commission
Federal Highway Administration (3)
E. S. Hunter
R. N. Bothman
W. J. Hart (3)
V. D. Wolfe
R. N. Chase
W. N. Hackleman
R. E. Olson
R. E. Royer
F. E. Terpin

Fish Commission of Oregon
Tom Edwards
A. E. Johnson
L. E. George
C. T. Keasey
L. H. Young
H. S. Cox (2)
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills

J. F. Putnam (3)
F. B. Klaboe
R. L. Schroeder
F. L. Hall
D. H. Moehring (3)
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)

Central Oregon Intergovernmental Council

DESCHUTES COUNTY COURTHOUSE
1164 Bond Street
Bend, Oregon
Telephone: (503) 382-4000

7842

April 24, 1972

CROOK
Prineville

DESCHUTES
Bend
Redmond
Sisters

JEFFERSON
Culver
Madras
Metolius

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: PNRS #7203 2 020
Squaw Creek Canal Bridge

Dear Mr. Baldwin:

As Regional Clearinghouse for State Administrative District 10, and in accordance with the provisions of OMB Circular A-95, the Central Oregon Intergovernmental Council has completed its review of the above captioned project.

Please be advised that the "Notification of Intent" in regard to this proposed project was mistakenly directed to the District 12 Council of Governments. The delay in transmitting a response from the COIC is a direct result of that error.

However, the COIC, upon the recommendation of its Planning Staff, is pleased to add its approval for the undertaking of this project.

On behalf of the COIC, may I wish you success in the accomplishment of the project.

4-26-72

Sincerely,

G.W. McCann, Chairman
Central Oregon Intergovernmental Council

GWM/RCR
mec

cc: Bill Kramer, Federal Aid Coordination

NOTED
E.S. HUNTER
5-2-72

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APR 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1972
FOR FILING

RECEIVED
AUG 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

72#12

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

March 28, 1972

NOTED
E. S. HUNTER

Mr. George Baldwin
Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Squaw Creek Canal Bridge
PNRS #7203 2 020

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

CP:nm

cc: Sam Haley, DOT

cc: August 18, 1972
G. L. Green FHWA
E.S. Hunter
F.L. Hall
W.J. Hart
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
R.L. Lammert
J.F. Putnam

BEN GIFFORD
3/28

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	(1-8) PNRS No.	(9) CARD TYPE	Page One

01	12) PROJECT TITLE Squaw Creek Canal Bridge, FAS 853, District 12				(71
02	12) APPLICANT (45 State Highway Division		46) DIVISION Department of Transportation		79
03	12) APPLICANT ADDRESS STREET (45 State Highway Building		46) CITY (60 Salem	76) ZIP 80 97310	
04	12) CONTACT PERSON (45 L. H. Young	46) Area Code (48 503	49) Phone (55 378	56) Extension (59 6563	
05	12) SUMMARY PROJECT DESCRIPTION (Attach supporting documents as necessary.) This project will consist of preliminary engineering, grading, paving,				(71
06	12) structure and incidental work required to construct a 32-foot wide				(71
07	12) reinforced concrete bridge on the site of the existing bridge.				(71
08	12)				(71
09	12)				(71
10	12)				(71
11	12) PROJECT LOCATION CITY (45 Sisters		46) PROJECT LOCATION COUNTY (79 Deschutes		

	FEDERAL FUNDS		NON FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12) (A) Grant (19 18,000	20) (B) Loan (27	28) (C) State (35 6,000	36) (D) Local (43 6,000	44) (E) Funds (51	52) (F) Funds (60 30,000
13	12) TYPE OF OTHER FEDERAL FUNDS (see 12B) (45			46) TYPE OF OTHER NON FEDERAL FUNDS (see 12E) (79		
14	12) FEDERAL/STATE PROGRAM TITLE Title 23 U.S.C. Highways					(71
15	12) FEDERAL/STATE AGENCY NAME (45 Dept. of Transportation			46) FEDERAL/STATE SUB-AGENCY (79 Federal Highway Administration		

17

(A) TYPE OF APPLICANT: (Check (x) the single most applicable box.)

State	Interstate	County	City	School District	Special Unit	Community Action	Sponsored Organization	Other
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (x) as many boxes as apply to this action.)

New Grant	Cont. Grant	Suppl't. Grant	Increase Duration	Decrease Duration	Cancellation	Increase Dollars	Decrease Dollars
[XX] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

State		Regional		Local	
Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(D) Is Project Under A-95

Yes	No
[X] 35	[ ] 36

(E) Environmental Impact

Yes	No
[ ] 37	[X] 38

(F) Housing Relocation Required

Yes	No
[ ] 39	[X] 40

(G) ESTIMATED APPLICATION FILING DATE:	41) Month 42)	43) Day (44	45) Year (46
	4	15	72

Section: Squaw Creek Canal Bridge

Highway: FAS 853 (Three Creek Lake Road)

County: Deschutes

District: 12

Project Description (cont.)

Construct a reinforced concrete bridge with a 32-foot roadway. The new structure is to be on the site of the existing bridge. The approaches and connections are to be included in the contract. Road can be closed during construction. Existing county roads will be used as the detour. Existing structure is to be removed and disposed of by the contractor. No additional right-of-way. State to make survey and plans. County to maintain the detour and sign roadway outside construction area.

Explanations:

12C: HIGHWAY FUNDS

12D: Deschutes County Funds

17C: Federal-Aid County Road Secondary Program

17E: No explanation required

17F: No explanation required

II: District Clearing House Action: Notified 2/28/72 Exempt by Agreement Yes ☐ No ☒

RECEIVED
FEB 16 1972
FOR FILING

7842

February 15, 1972

Oregon State Highway Commission

Gentlemen:

The tabulation accompanying this letter describes a proposed Federal Aid Secondary project in Deschutes County.

The County is requesting the construction of the Squaw Creek Canal (Three Creek Lake Road) Bridge Section on FAS 853. The FAS funds required for this project are estimated to be $30,000 of which $6,000 will be the cost to the State.

This project has been investigated and is eligible for the use of FAS funds.

This request will be on the agenda for the February 22 Commission meeting, and I recommend your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Tom Edwards
State Highway Engineer

HR:mm

cc Floyd Query
George M. Baldwin
F. B. Klaboe
Gary Ross
Gary Sund
H. S. Cox

PROPOSED FISCAL YEARS 1972 & 1973 COUNTY FAS PROJECTS

County	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
Deschutes	853	Squaw Creek Canal (Three Creek Lake Road) Bridge Section.	$ 30,000	$ 6,000
		TOTAL	$ 30,000	$ 6,000

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,083,000*	$5,090,000	$10,173,000
Approved projects (corrected to date)	5,083,000	1,572,000	6,655,000
Unprogrammed balance	--	$3,518,000	$ 3,518,000
Projects proposed 2/22/72	--	30,000	30,000
Unprogrammed balance	$ --	$3,488,000	$ 3,488,000

*Includes $48,000 additional funds for adjustment to 1970 census.

72-b
2/24/72

Copy in minutes

DESCHUTES COUNTY
Proposed Project (1972 Funds)

FAS 853: Squaw Creek Canal (Three Creek Lake Road) Bridge Section. Structure, $30,000.

Construct a reinforced concrete bridge with a 32-foot roadway. The new structure is to be on the site of the existing bridge. The approaches and connections are to be included in the contract. Road can be closed during construction. Existing county roads will be used as the detour. Existing structure is to be removed and disposed of by the contractor. No additional right-of-way.

State to make survey and plans.

County to maintain the detour and sign roadway outside construction area.

RECEIVED
COUNTY & CITY SECTION
JAN 12 1972
☐ ENGR. ☑ COUN. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County DESCHUTES FAS No. 853 Date 1-7-72
County Road Name THREE CREEKS ROAD
Section Name SQUAW CREEK CANAL SECTION
Type of Project BRIDGE
Location of Project (Attach sketch map) _____
ADT _____ Design Speed _____

Is this request for county bridge design only? Yes _____ No ✓
County FAS bridge design? Yes ✓ No _____

I. ROAD PROJECT DATA

1. Traveled Surface: Type O-9 MACADAM Width 20'

2. Shoulders: Type NATIVE SOIL Width 3'-4'

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract _____

8. Clearing:
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between curbs _____

10. Are pedestrian walkways necessary? Yes _____ No _____

11. Are there any structures to be replaced or altered? Yes ✓ No _____

12. Will replacement be by: County _____ Contract ✓
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No✓____

14. Will County adjust structure to additional width? Yes____ No✓____

15. Will adjusted width be standard? Yes✓____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes✓____ No_____

By County_____ Contractor✓____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____No_____
By seeding and mulching Yes____No_____
By rock blanket Yes____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes✓____No_____

23. Can through traffic be detoured? Yes✓____No_____

24. Must new detour be constructed? Yes____No✓____

25. Will detour be maintained by County? Yes✓____No_____

26. Will detour be maintained by Contractor? Yes____No_____

27. Will County sign project outside work area during construction?
Yes✓____No_____

28. Will Contractor sign project outside work area during construction?
Yes✓____No_____

29. Should contract provide for permanent signing? Yes____No✓____

30. Should State do permanent signing? Yes____No✓____

31. Will traffic signals be required? Yes____No✓____
If yes, give location and type desired_____
_____

32. Is project contingent upon other factors? Yes✓____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain TIME IS OF THE ESSENCE DUE TO A LARGE AMOUNT OF TIMBER TO BE HAULED OVER THIS ROAD 28,000,000 B/FT

Remarks re Section I:

II. BRIDGE PROJECT DATA

1. Name of river or stream SQUAW CREEK CANAL
2. Name of bridge SQUAW CREEK CANAL
3. Dimensions of existing bridge. Length 20.5' Roadway Width
4. Type of design and material used in existing bridge. TIMBER CONCRETE ABUTMENTS
5. Location (please attach map with location marked):
   Section Township Range W.M.
6. Desired width of bridge 32'
   (NOTE: Standard width of FAS structure is traveled way plus full shoulders.)
7. Are sidewalks desired? Yes No ✓
   Upstream Downstream Width
8. Does County wish a particular type of bridge design? Yes ✓ No
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) REINFORCED CONCRETE ABUTMENTS WITH WING WALLS & PRESTRESSED CONCRETE SLAB DECK
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)
9. Will County furnish any materials for bridge? Yes No
   Explain
10. Foundation Testing: By County? Yes No ✓
    By State? Yes ✓ No
11. Will County close road during construction? Yes ✓ No
12. Can presently established road be used as detour? Yes ✓ No

13. Must a new detour be constructed? Yes_____ No ✓

14. Will detour be maintained by County? Yes ✓ No_____

15. Will detour be maintained by Contractor? Yes_____ No ✓

16. Will County sign project outside work area during construction?
Yes ✓ No_____

17. Will Contractor sign project outside work area during construction?
Yes ✓ No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes ✓ No_____
Traveled surface: Type A/C Width 28
Shoulder surface: Type Gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ✓ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes ✓ No_____
By County _____ Contractor ✓
Right side only? Yes_____ No_____
Both sides? Yes ✓ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No ✓
Use for detour? Yes_____ No ✓
Removed by County? Yes_____ No ✓
Removed by Contractor? Yes ✓ No_____
Salvaged by Contractor for County? Yes_____ No ✓
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes ✓ No_____

23. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No ✓ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No ✓ Size_____
Company_____
c. Storm sewer: Yes_____ No ✓ Size_____
Company_____
d. Gas mains: Yes_____ No ✓ Size_____
Company_____
e. Power lines: Yes_____ No ✓ Size_____
Company_____
f. Telephone lines: Yes_____ No ✓ Size_____
Company_____
g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No ✓

25. Does County wish lightpost bases and conduit installed? Yes_____ No ✓

26. Does County wish complete job of illumination in project? Yes_____ No ✓

27. Is project contingent upon other factors? Yes ✓ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: TIME IS OF THE ESSENCE DUE TO A LARGE LOGGING CONTRACT COMING OUT OVER THIS ROUTE APPROX 28,000,000 B/FT

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes ✓ No _____
   By County? Yes _____ No _____
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes _____ No ✓

3. Construction plans and specifications to be prepared:
   By State? Yes ✓ No _____
   By County? Yes _____ No _____

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum _____

2. Is any additional right-of-way needed? Yes_____ No ✓

3. Will right-of-way be acquired by: Resolution_____ or Deed_____

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No_____
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No ✓
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No ✓
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No ✓
    If yes, give type and name of utility company:_____

13. Are utilities on existing right-of-way by permit _____ or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes ✓ No_____
    If yes, give name of irrigation company or district SQUAW CREEK IRRIGATION CO.
    and dates between which water can be turned off: From_____
    To_____

15. Are there any railroad crossings? Yes_____ No ✓

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No✓_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow_____ Select Topping _____
   Base Course_____ Level Course_____ Mineral Agregates_____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $_____

2. Available FAS Funds $_____

3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount _____

4. Date match money is available ANY TIME

5. Will there be any 100% County money? Yes_____ No ✓

6. Maximum amount of 100% County money available: $_____

7. Date County requests letting: AS SOON AS POSSIBLE

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or Roadmaster

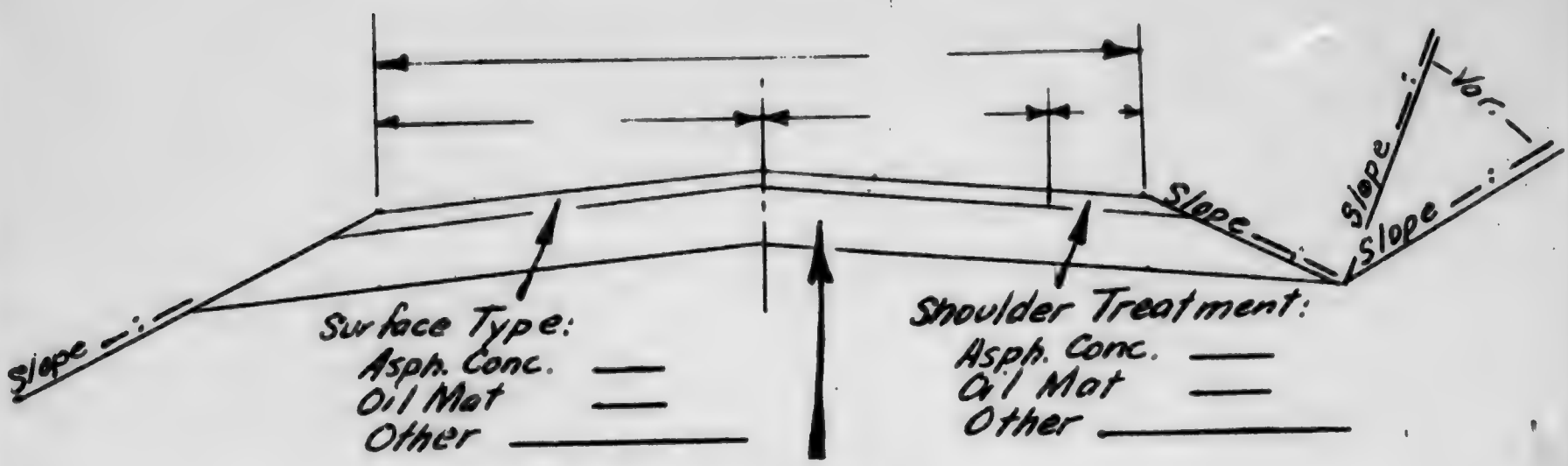
_____
O.S.H.D. Field Engineer

Date _____

County Deschutes

Date 12-7-71

TYPICAL SECTION

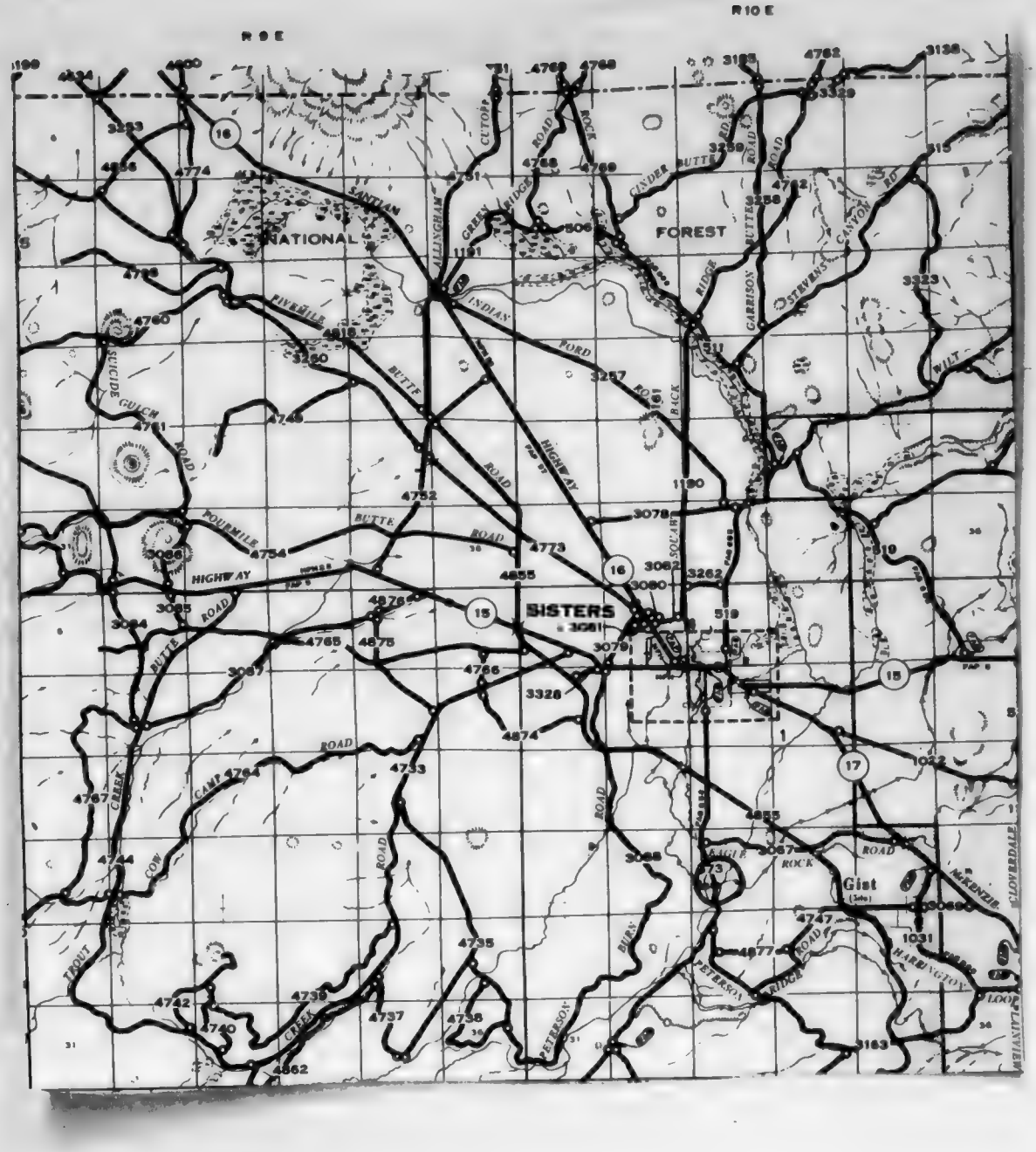


Type of Base:
Pit or Quarry Run
Crushed Stone
Asph. Treated
Cement Treated

No. of Lanes
Lane Width
Shoulder Width or Shy Dist. from Curb
Median Width
Total Width between Curbs

Foot paths:
Asph. Conc.
Gravel

Curbs:
Type "C"
Curb & Gutter
Other


R9E
R10E
NATIONAL
FOREST
SISTERS
Gist
SANTIAM
HIGHWAY
FOUR MILES
ROAD
BUTTE
CREEK
TROUT
CAMP
EAGLE
ROCK
HARRINGTON
MCKENZIE
INDIANS
WORD
SQUAW
BLACK
RIVER
PETERSON
RIDGE
CANYON
GARRISON
STEVENS
CUTOFF
ROCK
GREEN
ILLINGHAM
SCHEIDE
GULCH
COW
MEADOW
LOOP
WILT

Narrative Report
Squaw Creek Canal Bridge
Three Creeks Lake Highway
FAS 853
Deschutes County

Prefix: 509-1457

This was a location survey to prepare plans, Specifications and estimate for construction of a new bridge over the Squaw Creek irrigation canal. approximately 2.7 miles South of Sisters.

The new structure is to have a 32-foot horizontal clearance with no sidewalk. It is recommended the new bridge be at least 25-feet in length due to turbulence caused by the wier. The existing headwalls and footings show heavy erosion. The accompaning pictures pretty well tell the story. Information obtained from the watermaster indicate the discharge at the time the pictures were taken was 158 sec/ft. The maximum discharge is 220 sec/ft.

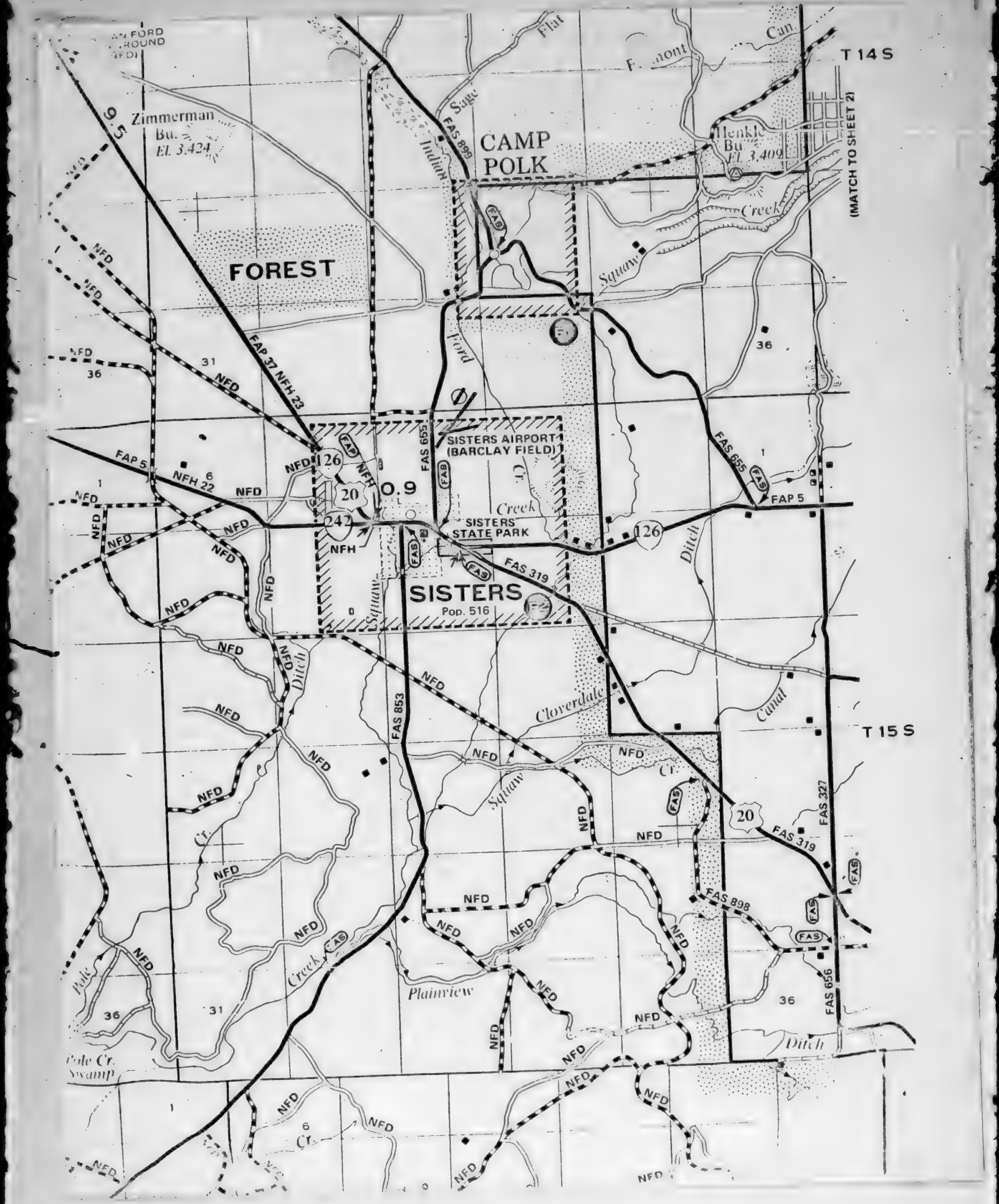
It has been requested the approaches be included in the contract. The grading to get desired width in this area is minimal and has been figured on a lump sum basis. Pit run material can be obtained from a State owned gravel source at M.P. 0.00 the McKenzie-Bend highway. The small quantities required for leveling and paving would undoubtably be from commercial source.

There is one power pole to move. Power company is Central Electric Coop. Redmond.

The road can be closed during construction and traffic detoured over existing county roads. Signing and maintaining detours is county's responsibility.

A request was received from the Squaw Creek Irrigation District for a set of preliminary plans in order they be satisfied there will be no effect on flow by the new structure. Copy of letter included with survey data.

R. H. Clark,
Resident Engineer


T 14 S
T 15 S
(MATCH TO SHEET 2)
CAMP POLK
FOREST
Zimmerman Bu. El. 3,424
Henkle Bu El. 3,409
SISTERS
Pop. 516
SISTERS AIRPORT (BARCLAY FIELD)
SISTERS STATE PARK
Plainview
Cloverdale
Pole Cr. Swamp
Indian Ford Creek
Squaw Creek
Ditch
Canal
FAP 37 NFH 23
FAP 5
NFH 22
FAS 899
FAS 655
FAS 319
FAS 853
FAS 898
FAS 327
FAS 656
NFD
NFH
FAS
126
20
242
0.9
9.5
31
36
6

7843 San Marine State Wayside south of Waldport (Grading, paving, & facilities) 1972

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. P. Skoog
L. H. Young
David G. Talbot
C. T. Keasey
C. O. Fredrickson
Gary Ross
Gary Sund

JAB:fr dpy

OREGON STATE HIGHWAY DIVISION

7843

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Termination of Contract No. ~~8743~~ 7843
San Marine Wayside Improvement
Oregon Coast Highway

In November 1972, the State entered into Contract No. 7843 with Berry Creek Construction Company of Florence for the subject project in Lincoln County. This was to be a new beach access development between Waldport and Yachats. The contract was for $79,900.40 and the largest work item was construction of a toilet building and sanitary sewer system with a septic tank.

The contract specifies that the State would obtain all permits required by local agencies for this construction. Although the State had secured the usual preliminary plan approvals, opposition was encountered in trying to get a Lincoln County building permit. No practical plan modifications could be found so it was necessary to consider the alternative of terminating the contract while it was still at an early stage.

A satisfactory agreement has been reached with the contractor whereby the contract will be terminated for a lump sum adjustment to the contractor in the amount of $4,690.50, which covers his actual bidding and mobilization costs and a small percentage of the contract value of the uncompleted work. In addition, the State has bought certain unused culvert materials and paid for the clearing work actually performed under a bid item; therefore, the total payment to the contractor will be $7,440. Your approval to terminate the contract in this manner is requested.

Telephone approval was secured from Chairman Jackson on March 21.

This item will be on the agenda for your confirmation at the April 17 meeting.

7843 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: San Marine State Wayside	WEEK ENDING: 9 Mar 73	
	SECTION PREFIX: 21-3398	
HIGHWAY: - - -	COUNTY: Lincoln	
NAME OF JOB: San Marine State Wayside	KIND OF WORK: Grading, Paving & Facilities	
CONTRACTOR: Berry Creek Construction Co.	CONTRACT NUMBER: 7843	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 31 Oct 72	DATE WORK STARTED: 6 Nov 72	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 31 May 73	PERCENT OF TIME ELAPSED: 16
PROJECT AUTHORIZATION: $ 92,057.06	ENGINEERING AUTHORIZATION $ 8,108.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 84,729.02	ENGINEERING COST TO DATE $ 2,066.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 10
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 7,440.00		DATE PROJECT WAS ~~COMPLETED~~ rescinded: 26 Dec 72
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 91 %	PERCENT OF AUTHORIZATION 25 %	

Semi-final submitted: 5 Mar 73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
75							

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,000	1,340			460
TOTAL QUANTITIES CORRECTED TO DATE	0	0			0
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0			0
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	Building	Sewer						
PERCENT	0	0						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Light Showers			
TUESDAY	Ptly Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Overcast			
FRIDAY	Rain			
SATURDAY				

RECEIVED
MAR 12 1973
CONSTRUCTION SECTION

Perso
Clunn
Berg
Harold
Johnson

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
4 Mar 73 SUNDAY	
5 MONDAY	
6 TUESDAY	
7 WEDNESDAY	
8 THURSDAY	
9 FRIDAY	
10 SATURDAY	

REMARKS

P.A. rescinding contract was mailed to Salem 26 Feb 73. Approved copy has not been received at this office.

Semi-final was submitted 5 Mar 73..

This is the Final Weekly Report.

SIGNED W. N. Patterson LOCATION Newport, OR. 97365

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
JAN 5 - 1972
FOR FILING

7843

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 3 1973

To: J. B. Boyd, Region Engineer
ATTN: G. W. Wimer

SUBJECT: San Marine State Wayside
Contract No. 7843
Termination of Contract

FROM:
John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

You wished some clarification of the procedure for terminating the subject contract at its present early stage. The contract is to be terminated due to problems in getting the necessary building permit which is a State obligation under Section 107.02 of the special provisions.

You are to try to negotiate a Price Agreement with the contractor which would mutually agree to termination of the contract. The Price Agreement should accomplish at least three things:

First agreement on the measurement of the work already done under certain bid items. Whatever we pay under bid items for what has already been done should clearly be satisfactory with the contractor.

A second component would be to reimburse the contractor for actual costs he may have already incurred in the way of mobilization, bonding costs, bidding costs; any such overhead or indirect costs that have already been incurred but not recovered under the small amount of work accomplished.

The third money component would be profit on the deleted work. I have rechecked this point carefully with the Chief Counsel and am advised that since our contracts do not include a "termination for convenience clause", we do have an obligation to pay the contractor a reasonable profit on the deleted work. We have discussed this with the Chief Cost Analyst also and would suggest a reasonable figure on the low side for this profit component would be 5 percent of the money value of the deleted work. The contractor may be able to show with bidding data and commitments from potential subcontractors in the way of price quotations that his expected margin of profit was more than this; however, we suggest as a starting point that the 5 percent figure is readily justifiable. If you encounter a problem with the contractor on this, I would like to discuss it further with you.

We note that there were six bidders on this project. The successful bidder, now our contractor, Berry Creek Construction Company, is headquartered at Florence fairly close to the site of the project, all of which would have some bearing on their basis of bidding and the true expected profit item.

If you have some further question or wish the assistance of our Cost Analysis people, please advise.

JAB:fw

cc: A. E. Johnson
Warren Gaskill

RECEIVED
JAN 3 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1972
FOR FILING

7843

October 31, 1972

Berry Creek Construction Company
Drawer P
Florence, Oregon 97439

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7843 in the amount of $79,980.40 for grading, paving and facilities in the San Marine Wayside in Lincoln County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
H. H. Patterson
David Talbot

7844 25th St. S.E.-37th Ave. S.E. (Salem) '72
Bikeway Sec. on N. Santiam & FAS 679 Hwys.
(Grading, paving, and structure)

RR 749 - 12-18-72

7844

December 21, 1973

St. Paul Fire & Marine Insurance Company
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

On December 12, 1973, we wrote to you concerning release of final payment on Contract No. 7844 awarded to Salem Road & Driveway Co. for work on the 25th St. S.E.-37th Ave. S.E. Bikeway in Salem on the North Santiam Highway & FAH 679 in Marion County.

Final payment on this contract is $2,824.95 and the total contract amount is $64,849.46, including $8,402.10 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js
cc: Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7844

Yellow s

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 7, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7844, Work Completed October 19, 1973

Project 25th St. S.E. -37th Ave. S.E. (Salem) Bikeway

Highway N. Santiam & FAS 679, County Marion

Type of Work Grading, Paving, and Structure

Contractor Salem Road & Driveway Company

Recommended Acceptance Date December 7, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

VG:lsk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7844

November 13, 1973

TO Oregon Transportation Commission

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Request for Additional Authorization
25th St. S.E.-37th Ave. S.E.
East Salem Bikeway Section
Contract No. 7844

A further increase in the project authorization for this project is necessary. The project is now completed with a total estimated cost of $80,000. This is an overrun of $10,000, or 14.3% of the amouny presently authorized.

Several items of additional work were added during the last half of the project construction. These have included the addition of bark mulch on slopes immediately adjacent to the new paved surface; the oiling of the slopes under the I-5 structure to prevent dirt from raveling down onto the bikeway; and the substitution of a pipe handrail instead of chain link fencing. These changes and the added time required to complete the project have also incurred additional engineering costs.

I recommend that the project authorization be increased by $10,000 to a new total of $80,000 and your approval is requested. This is a State project.

This matter will be on the agenda for your consideration at the November 21 meeting.

bc: C. W. Head
G. M. Baldwin
F. B. Klaboe
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
Loren We
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fr dpy

7844

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 25th St.SE – 37th Ave. SE (Salem) Bikeway	WEEK ENDING: 11/10/73
	SECTION PREFIX: 824-1131
HIGHWAY: N. Santiam & FAS 679	COUNTY: Marion
NAME OF JOB: East Salem Bikeway	KIND OF WORK: Grading, Paving & Structures
CONTRACTOR: Salem Road & Driveway Co.	CONTRACT NUMBER: 7844
	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 11/20/72	DATE WORK STARTED: 12/18/72
	ESTIMATED COMPLETION DATE: 10/14/73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS
	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 280
	CALENDAR DAYS USED: 280
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 70,000	
EXCLUSIVE OF ENGINEERING: $ 61,889.71	ENGINEERING AUTHORIZATION: $ 8110
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66,921	ENGINEERING COST TO DATE: $ 11,949
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 110
ESTIMATED PERCENT: OVERRUN UNDERRUN 14.2%	PERCENT OF AUTHORIZATION: 147 %
	DATE PROJECT WAS COMPLETED: 10/19/73

Request for additional authorization submitted.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.16	1.16		–	1.16
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.16	1.16			1.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	440 hrs	1460 yds			840 tons
TOTAL QUANTITIES CORRECTED TO DATE	340 hrs	1400 yds			1100 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	340 hrs	1400 yds			1100 tons
AVERAGE DAILY QUANTITIES	~~340 hrs~~ Done	—			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done	Done		–	Done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16052							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		Job Completed
MONDAY	Showers	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Rain	0		
FRIDAY	Rain	0		
SATURDAY		0		

Routing

Keasey, Boni, Jackmond, Hardt, Johnson, Walker, Scofield, Glenn, Berg

RECEIVED
NOV 13 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Showers SUNDAY 4	
Showers MONDAY 5	Some work on the semi-final estimate
Showers TUESDAY 6	One man on the semi-final assembly
Cloudy WEDNESDAY 7	Same as yesterday
Rain THURSDAY 8	Semi-final assembly - final index - reports, etc.
Rain FRIDAY 9	Semi- final estimate completed & sent to region. This is the last report.
SATURDAY 10	

REMARKS

SIGNED [signature] LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

7844

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project 25th St. S.E. -37th Ave. S.E. Salem Bikeway Date September 18, 1973

Highway N. Santiam & FAS 679 Contract No. 7844

County Marion Kind of Work Grade, Pave & Struct. Contractor Salem Road & Driveway Co.

	Original Auth.	Authorized	Estimated	
Contract Amount	47,716.60	52,081.00	50,063.65	- 2,017.35
Anticipated Items	3,350.00	2,900.00	2,532.26	- 367.74
Contingency (4½%)	2,298.00	6,908.71	15,404.09	+ 8,495.38
Engineering	5,106.66	8,110.29	12,000.00	+ 3,889.71
Credits	--	--	--	--
PROJECT COST	58,471.26	70,000.00	80,000.00	
		NET INCREASE $	10,000.00	OR 14.3 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
B. I. 007 - Laborers	840.00	- 1,176.00
B. I. 015 - Chain Link Fence	530.55	- 1,696.45
U - E.W.O. #3 - Barkmulch Slopes	4,500.00	
U - E.W.O. #4 - Oil Bridge Slopes	1,000.00	
U - E.W.O. #5 - Parking Lot Approach	1,000.00	+ 8,495.38
Contingencies - under-runs in other items	- 719.70	
U - P.A. #9 - Pipe Handrail (instead of fence)	2,715.08	

APPROVED BY DEPT. OF TRANSPORTATION DATE 11-21-73

Principal reasons for overruns (Continue on reverse side): Added Extra Work Items of barkmulching slopes, oiling bridge slopes and parking lot approach plus engineering costs which to date are $9,500.00 with some inspection work left plus the semi-final estimate computations.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by /s/ Loren Weber
Resident Engineer

Noted by
Construction or ~~Bridge~~ Engineer

Confirmed by /s/ Gerald Wimer
Regional Engineer

Noted by
Deputy or State Highway Engineer

SP*68727-734

7844

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 12, 1973

TO Transportation
~~Oregon State Highway Commission~~

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
25th St. S.E.-37th Ave. S.E.
(Salem) Bikeway
Contract No. 7844

Salem Road and Driveway Company, contractor on this project, has requested a 30-day extension of the contract time, citing various changes and additions to the contract work after the contract was awarded. The contract was awarded November 20, 1972. Liquidated damages are accruing at the rate of $50 per day since August 29.

The contract work has been increased approximately 30 percent by extra work items and on just a time/money basis, a 30-day extension is justified. A small amount of rock and paving work remains to be completed and some fence work which has been delayed pending some re-design.

I have granted a 30-day extension of the contract time on this project. This is a State project.

This matter will be on the agenda for your concurrence at the September 19 meeting.

cc: C. W. Head
G. M. Baldwin
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw dpy

7844

S

September 12, 1973

Salem Road and Driveway Company
P. O. Box 603
Salem, OR 97308

Gentlemen:

We have reviewed your request for a 30-day extension of time on Contract No. 7844 for work on the 25th St. S.E.-37th Ave. S.E. (Salem) Bikeway Section in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, a 30-day extension is granted.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Loren Weber
V. L. Gallagher

fw dpy

E-320 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 17, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 280 days, within which to complete our Contract No. 7844, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

SALEM ROAD & DRIVEWAY CO.
Contractor

By George A. Lindahl
George A. Lindahl, Secretary

CONSENT OF SURETY

Date Aug 20, 1973

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Riley
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7844 Contractor Salem Road & Driveway Co.

Highway N. Santiam & FAS 679

Section 25th St. S. E. - 37th Ave. S. E. Salem Bikeway

Kind of Work Grading, Paving, and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 30 days for added orders and overruns of bid items.

Recommended for Approval:

Harold Kimes
Division Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	7844
Project designation	State (State-Federal)
Date awarded	11/20/72
Work started	12/18/72
Per cent completed	84 8/18/73 (Date)
No. of Workdays Allowed	250
No. of Workdays Used	239.5 - 8/18/73
No. of Added Workdays Requested	30

SP*6206-724

FORM E-20 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Extension of Contract Time
25th St.SE-37th Ave. SE (Salem) Bikeway
Contract No. 7844

FROM: John A. Bond
Construction Administration Engineer

Salem Road and Driveway Company, contractor on the subject project, has requested an additional 30 days to complete the contract work without the assessment of liquidated damages. The contractor further requests that no calendar days be charged to the contract until a partial suspension of work order is rescinded.

The contract was awarded November 20, 1972 and allotted 250 calendar days to complete the project, which forecast a completion date of August 8, 1973. No time was assessed for a 1-1/2-day period when a suspension of work was ordered for the July 4 holiday. The contractor was also not assessed time for a 19-day period when the project was delayed by a strike by the operating engineers. The contractor was able to do some work during this period, but was unable to perform certain work that was critical to the completion of the project. These non-chargeable days revised the forecasted completion date to noon of August 29, 1973.

The contract work has been increased approximately 30 percent by extra work items and, based on cost versus time, the contractor is eligible for an extension in excess of the 30 days requested. A small amount of rock and paving work remains to be completed in addition to the fence work halted at the direction of the State pending some re-design. The extent and duration of the so-called "stop work" order will be reviewed, but in the meantime some time extension is justified.

Approval of the contractor's request for a 30-day extension of contract time is recommended. An extension of this amount would allow the contractor until noon September 28 to complete the project. This is a State project. Rough draft letters to the Commission and contractor are attached. Liquidated damages are accruing at the rate of $50 per day.

JAB:fw
Enc.
cc V. L. Gallagher

Salem
ROAD & DRIVEWAY CO.
P.O. BOX 603 • SALEM, OREGON 97308
TELEPHONE: 585-5656

August 17, 1973

Mr. Loren Weber, Resident Engineer
Oregon State Highway Division
P. O. Box 30
Salem, Oregon 97310

Re: Contract No. 7844
Contractors Request for Increase in Number of Workdays
to Complete Construction Contract

Dear Sir:

In addition to other changes that were requested on the above named contract you will recall that on August 16, 1973 at five o'clock p.m. you called us on the telephone and told us not to do any further work of installing the fence across the concrete deck bridge over Mill Creek located next to State Street Salem, Oregon.

You said the State wanted to design something other than a fence to protect the sides of the deck and that it would take a little time to make the decision. Upon your request we notified our sub-contractor to stop work until we received word to resume work.

We do not choose to do any further paving on the project until the barrier is installed over the bridge. To do so would be inviting and would present a public hazard in going over the bridge without railing or barrier.

In our request for further extension of time we would like to point out a number of changes that took place over the construction period.

Change orders were issued for the irrigation design, bridge deck width design, addition of top soil and bark dust, parking lot entrance was revised, and the width of the bikeway path was widened.

Because of these changes and delays we are requesting an additional thirty (30) working days beyond the contract count and starting the count only after the decision by the State has been made for an acceptable barrier and our ability to secure reasonable sub-contractor's prices to install the barrier and reasonable delivery schedules.

Very truly yours,

Salem Road & Driveway Co.

George A. Lindahl

George A. Lindahl, Sec.

7844/1 5

Form E-208 (Rev. 11-70)

State

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name 25th St. S.E.-37th Ave. S.E.(Salem)Bikeway Date 8/9, 1973

Highway N. Santiam & FAS 679 Contract No. 7844

County Marion Prefix 824 -1131

Contractor Salem Road & Driveway Co. F. A. Project No. State

Address P.O. Box 603 - Salem, Oregon 97308 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct additional approach to parking area overlooking Mill Creek, pave over old scale site & place filler patch along side of existing travel lane where approach to scale site created a deqpession.

Location by station numbers: 9+00 to 12+00

Estimate of quantities and cost:

Materials	$ 250.00
Equipment Rental	80.00
Labor	100.00
Contractor's Percentage	69.50
Total	$ 499.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Parking lot needs additional entrance which requires breaking out curb and replacing with a ramped section. Also, elimination of scale site leaves a drop off the edge of State Street which needs to be reduced. All work beyojd the contract limits.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 70,000
Present estimate of project cost, including $ 499.50 for work under this order	$ 75,000
Expected ~~under-run~~ over-run amount	$ 5,000
Expected ~~under-run~~ over-run per cent	7.1

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

Approved [signature] Construction Engineer

J.K.

7844

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **Juen 29, 1973**

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Additional Authorization**
25th St. S.E.-37th Ave. S.E.
(East Salem Bikeway) Section
Contract No. 7844

An overrun of the project authorization on the subject project is expected. The original project authorization was $58,471.26. The present anticipated cost of the project is $70,000, indicating an overrun of $11,528.74 or 19.7 percent. Salem Road and Driveway Company is the contractor.

The major reason for this overrun is an increase in width from the eight-foot planned width to a ten-foot width. Experience gained on other bikeway projects has shown this to be desirable. This involves a wider bikeway structure over Mill Creek and an increase in asphaltic concrete quantities for the added paved width. These two items alone require more than twice the amount of the available contingency funds. Engineering will also overrun, due partly to the changes being made in the design and also the inspection and engineering involved in this type work which has comparatively low money volumes of contract production. The grading work is set up on an hourly rental basis which requires close inspection and direction by the State.

I recommend that the project authorization be increased by $11,528.74 to a new total of $70,000 and your approval is requested. This is a State project.

This matter will be on the agenda for your consideration at the July 10 meeting.

cc: C. W. Head, G. M. Baldwin, H. S. Coulter, A. E. Johnson, C. T. Keasey, V. E. Skoog, C. O. Fredrickson, Loren Weber, V. L. Gallagher, Gary Sund

JAB:fw dpy

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1973

SUBJECT: 25th St. S.E.-37th Ave. S.E.
(East Salem Bikeway)
Contract No. 7844
Request for Increase in Project Authorization

To:
H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Recent additions to this project will cause an excessive overrun of the existing authorization. The most significant change has been the increase in width from the eight-foot planned to a ten-foot width. This will require over $4,000 just to widen the new bikeway structure over Mill Creek. The increase in A.C. quantities for the added width under the contract bid item will also amount to over $2,500. These two items alone require more than twice the amount of available contingency funds. Engineering will also overrun at least $3,000 due partly to changes being made in the design and also the inspection and engineering involved in this type work which has comparatively low money volumes of contract production. The grading work is set up on an hourly rental basis which requires close inspection and direction by the State.

A rough draft letter to the Highway Commission requesting a 19.7-percent increase or $11,528.74 to a new project authorization of $70,000 is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
JUN 27 1973
Office of
Assistant State Highway Engineer

7844

Form E-372 (Rev. 10-66)

5

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project 25th St. S.E. - 37th Ave. S.E. East Salem Bikeway Date June 20, 1973

Highway N. Santiam & FAS 679 Contract No. 7844

County Marion Kind of Work Grad. Fav. & Struct. Contractor Salem Road & Driveway Co.

	Authorized	Estimated	
Contract Amount	47,716.60	52,081.00	+ 4364.40
Anticipated Items	3,350.00	2,900.00	- 450.00
Contingency (4½%)	2,298.00	6,908.71	+ 4610.71
Engineering	5,106.66	8,110.29	+ 3003.63
Credits	—	—	—
PROJECT COST	58,471.26	70,000.00	
NET INCREASE $		11,528.74	19.7%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
B.I. 005 - Dump trucks	1,500.00	+ 750.00
B.I. 010 - Class "C" Asphaltic Conc.	9,256.00	+ 2526.00
B.I. 017 - A/C Curbs	675.00	+ 472.50
B.I. 020 - Sh. Exc.	1,170.00	+ 455.00
A - Flagging - State Snare	350.00	+ 50.00
A - Permanent Signing - S.F.O. #4	700.00	+ 500.00
A - Ramps	0.00	+ 1000.00
U - P.A. #4 - Add. Conc. & Steel	77.71	**********
U - E.W.O. #1 - Curb Drain & Culvert	385.00	Total Net Chng.
U - Revise Irrigation System	600.00	of these figures
U - Revise Structure	4,000.00	+ 6908.71
Contingencies	1,846.00	**********

APPROVED BY STATE HIGHWAY COMMISSION
DATE 7-10-73

Principal reasons for overruns (Continue on reverse side): Increase in width from 8' to 10' causing overrun of A/C pavement plus structure widening.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ Construction Engineer

Confirmed by _____ Division Engineer

Noted by _____ Deputy or State Highway Engineer

SP*23788-734

5

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 12, 1973

78-47

To: Mr. C.O. Fredrickson
Region 2 Engineer
Salem, Oregon

SUBJECT: Signing Revisions
Independence Junction-West Salem Bikeway AND
25th Street-37th Avenue (East Salem) Bikeway

#1944

This is in response to Mr. Boyd's letters of January 9 and 12 regarding recommended signing revisions for the subject bikeway projects.

The Traffic Section and Mr. McClure have reviewed the plans and concur with the revisions. Attached is a copy of Mr. Val Johnson's letter.

Victor D. Wolfe
Location Engineer

JDM:jp
Enclos
cc: E.S. Hunter

RECEIVED
FEB 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

824-1131

FORM E-73 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 9, 1973
Salem, Oregon

SUBJECT: Signing for Salem Bikeway
North Santiam Highway
25-37 Ames (East Salem)

To: Victor Wolfe
LOCATION ENGINEER

We have reviewed the signing plans for this project and are in agreement with them with the exception of two additions. We feel that a " BIKE ROUTE " sign should be installed at Sta. 6+00, facing westbound traffic on State Street. This is the point where the bike route becomes adjacent to the roadway. We also feel that a "BIKES YIELD" sign should be installed on the back of the "BIKE ROUTE" sign at Sta. 0+00. This is at the entrance to the Penitentiary Complex.

J. B. Boyd
REGIONAL ENGINEER

RAK/JBB/sr

cc: L. E. George

RECEIVED
JAN 11 1973
LOCATION
SECTION

Hall-13 Smith McClure

files

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 31, 1973
Salem, OR 97310

7844

To: C. W. Head
Secretary

B U I L D I N G

SUBJECT: Construction Agreement
25th Street SE-37th Street SE
(Salem) Bikeway Section
N. Santiam Highway and FAS 679
Marion County
R/W File: 47398
PUX 836 SXF 600
Contract No. 7844

With copies of this letter, the above-captioned construction agreement with the Southern Pacific Transportation Company is being distributed to the parties listed below.

The original and one copy are being handed to Velda De Guire in the Right of Way Section for processing. Her attention should be brought to the fact that if this document is recorded, the Railroad should be supplied with the recording data.

The Resident Engineer's attention is called to the fact that the Contractor is to perform all the work on Railroad property having to do with construction of the bikeway. The Railroad will place an inspector on the project to observe the contractor's operation. An Order for State Force Work should be written in the amount of $400 to cover these Railroad protective costs.

Upon completion of the work on Railroad property, the Railroad is required to maintain that portion of the bikeway between the rails and one foot either side thereof at their expense.

Upon completion of this project, a copy of this agreement should be handed to the District Engineer, who should become acquainted with its provisions.

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

cc: H. S. Coulter
C. T. Keasey w/agree.
V. D. Wolfe "
L. E. George "
V. E. Skoog "
C. O. Frederickson "
J. L. Sollis "
K. D. Wolfe "
J. W. Valentine "

NOTED
FRAN NEAVOLL

NOTED
C. W. HEAD

BP 052475-734

5

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

7844

January 30, 1973

#1844

Mr. F. B. Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the Matter of the Application of the State of Oregon for authority to construct a bikeway (known as the 25th Avenue - 37th Avenue Salem Bikeway) crossing at grade over the Geer Branch of the Southern Pacific Transportation Company east of Salem, in the NW 1/4 of the SE 1/4 of Section 25, Township 7 South, Range 3 West, Willamette Meridican, Marion County, Oregon.
PUX #836 SXF #600

Dear Mr. Klaboe:

I hand you a copy of Order No. 73-32 issued by the Public Utility Commission under date of January 19, 1973, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
A. E. JOHNSON

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:am
Encs.
cc: C. R. Burghardt - FHWA
Walter J. Hart
C. T. Keasey
R. N. Bothman
J. B. Boyd
T. W. Litchfield
F. T. Lacy
R. P. Hamilton
H. S. Cox

RECEIVED
JAN 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JAN 30 '73
REFER TO
Hunter
FOR
Info | Invest | R/D | DIR | Sign | Act | File

NOTED
E. S. HUNTER

Order No. 73-32

Crossing No. CG-724.70-D

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 600

In the matter of the application of the State of Oregon for authority to construct a bikeway (known as the 25th Avenue - 37th Avenue Salem Bikeway) crossing at grade over the Geer Branch of the Southern Pacific Transportation Company east of Salem in the NW 1/4 of the SW 1/4 of Section 25, Township 7 South, Range 3 West, Willamette Meridian, Marion County, Oregon.	ORDER

On August 2, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to construct a bikeway crossing at grade over the tracks and right of way of the Southern Pacific Transportation Company, known as the 25th Avenue - 37th Avenue Bikeway, in Salem, Marion County, Oregon.

Copies of the application were duly served upon the Southern Pacific Transportation Company, Marion County, and the City of Salem, Oregon.

Due consideration has been given to the representations in the application, and responses thereto. No matters within the scope of ORS Chapter 763 remain in issue and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Authority to construct the bikeway crossing as requested herein is hereby granted.

(2) Applicant shall:

(a) Construct the crossing and bear all costs thereof.

(b) Install painted "Stop" markings and stop lines on the pavement on each side of the tracks and bear all costs thereof.

(3) City of Salem shall:

(a) Maintain the "Stop" markings and stop lines and bear all costs thereof.

(b) Maintain that part of the crossing outside of lines drawn two (2) feet from the outermost rails and bear all costs thereof.

(4) Southern Pacific Transportation Company shall maintain that part of the crossing between the rails and inside of lines drawn two (2) feet from the outermost rails and bear all costs thereof.

(5) Applicant shall notify the Commissioner upon completion of construction and the opening of the bikeway crossing to bicycle traffic.

Made, entered and effective JANUARY 16 1973.

PUBLIC UTILITY COMMISSIONER OF OREGON

Russell D. Humphreys acting per
DIARMUID F. O'SCANNLAIN
Public Utility Commissioner

RECEIVED
JAN 22 1973
FOR FILING

1844

January 22, 1973

Mr. Thomas E. Kruse
State Fisheries Director
State Fish Commission
307 State Office Building
Portland, Oregon 97201

Dear Mr. Kruse:

I have received your letter of January 4 advising me of a problem involving highway construction activity in the salmon spawning area in Mill Creek east of Salem.

I will discuss this matter with our engineering staff immediately.

We appreciate the fine cooperation we receive from you and your staff, and I would like to assure you that when we err, as we have in this case, it is a slip-up on our part and not done intentionally.

Sincerely,

George H. Baldwin
Administrator of Highways

GMB:fn

cc F.B. Klaboe
A. E. Johnson
Gary Ross

RECEIVED
JAN 16 1973
FOR FILING

RECEIVED
STATE HWY ENGR
JAN 11 '73
REFER TO
FOR
Info | Inves | E/D | D/R | Sign | Act | File

824-1131

7844

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1973

SUBJECT: Fish Commission Complaint
December 18, 1972
East Salem Bikeway

To: F. B. Klaboe
DEPUTY STATE HIGHWAY ENGINEER

NOTED
F. B. Klaboe

In regard to the letter written by Mr. Thomas E. Kruse, State Fisheries Director, on January 4, 1973, the following are facts concerning this problem.

On Monday, December 18, 1972, we were informed of a complaint that the contractor was operating in Mill Creek at the site of the bridge being constructed on the East Salem Bikeway. We immediately investigated and found the contractor had forded the stream in order to dig his foundation on the southerly bank. No problems were encountered in the first fording of the river which was the first time unbeknownst to us. There was a fairly shallow sandbar which he was able to cross. The last time in crossing, however, he got his backhoe stuck and considerable roiling occurred.

I became aware of the situation on that day and in discussing with the Resident Engineer, indicated that this was not allowed under our Standard Specifications 107.08 and 107.10. The contractor must be required to provide equipment particularly for his excavation without resorting to this fording operation. The contractor, F. G. Scott Construction Company, is a small contractor who has taken a subcontract from Salem Road & Driveway and the additional cost of proper equipment will probably make the subcontract unprofitable. The contractor did as he was told and has attempted since the date of December 18 to conduct his operations entirely within the scope of the specifications.

Attached is a memo written at the time of the complaint by Mr. Gerald Wimer.

We will again bring to the attention of our Resident Engineers the necessity for maintaining proper controls as best we can on the contractors to prevent occurrences such as this.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson
Loren Weber
Don Beecroft

REFERRED Baldock
STATE HIGHWAY ENGINEER

BP*82478-734

RECEIVED
JAN 15 1973
FOR [illegible]

824-1131

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1973

NOTED
A. E. JOHNSON

SUBJECT: Operations near and in Streams

To: RESIDENT ENGINEERS

We have recently had an unfortunate incident occur which affected a salmon spawning bed which is of much interest to the general public.

Each Resident involved in both grading and bridge construction must use extreme interest to see that Specification 107.08, Water and Air Pollution Control, and 107.10, Protection of Fish and Shellfish are not violated.

The Fish Commission has an increasingly responsible duty to protect these areas and only with our cooperation can they succeed in their work. Anytime there is a question, I am sure that the Fish Commission will cooperate with us as they have in the past to assist us in accomplishing the necessary work. Contact them if there is a question on these problems. The case in point, the contractor forded the stream unnecessarily and put the spawning grounds in jeopardy.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson
F. B. Klaboe
C. T. Keasey

RECEIVED
JAN 11 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

BP 52678-724

FISH
COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

McKEE A. SMITH
Vice Chairman

JACK F. SHIELDS
Member

THOMAS E. KRUSE
State Fisheries Director

January 4, 1973

Mr. George M. Baldwin
Administrator of Highways
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

This letter is to bring to your attention a recent problem involving work by the Highway Division in a salmon spawning area. We were informed by phone calls from the Governor's office and private citizens that the Highway Division had equipment in Mill Creek near the East Highway Building on State Street in Salem.

We dispatched one of our biologists, Mr. Collins, to investigate. He met on the site with your engineers. The construction included a bicycle and pedestrian bridge across Mill Creek. A considerable amount of soil had been lost from a footing excavation and was in Mill Creek. It appeared that equipment had also been working in the stream. It was Mr. Collins' view that construction had advanced too far to consider delaying completion until spring even though additional turbidity would occur this winter. We recommended continuing the project until the bridge footing was completed.

Someplace in our joint efforts, coordinated scheduling for this project broke down. Earlier this year we commented in writing on this project that we anticipated no problems providing water quality standards for the stream would not be violated. Mr. Carnegie of our staff also participated in a preconstruction conference in Salem and advised that work in or adjacent to the bed and banks of the stream should be confined to the period June 1 through September 15 to protect fish.

The concerned section of Mill Creek has been extensively used for spawning by adult fall chinook. We have been working to reestablish this run in the Willamette system and Mill Creek is an excellent spawning and rearing area. Because Mill Creek is near a center of population, our activities are much more in the public eye than they are elsewhere.

We have appreciated the cooperation of the Highway Division in protecting fish life throughout Oregon. I also recognize that compromises sometimes must be made in the best interests of the state. In our opinion, however, this particular project could have been scheduled or conducted in a way to have minimized damage to the fall chinook eggs now in the gravel.

We solicit your cooperation in minimizing these situations in the future. On our part, we will attempt to make our concerns and recommendations to your appropriate staff as clear and as far in advance as possible.

Sincerely,

Tom Kruse

THOMAS E. KRUSE
STATE FISHERIES DIRECTOR

cc J.B. Boyd, Region II Engineer
Kessler R. Cannon
Oregon State Game Commission
Loran Webber, Resident Engineer, State Highway Division, Salem
Gerald W. Wimer, Region II, Construction Engineer

RECEIVED
JAN 5 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8221-1151

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 20, 1972
Salem, Oregon

SUBJECT:

To: Memo To The Files

Mr. Ron Hasselman of the Oregon State Fish Commission called me mid-morning, Monday, December 18, 1972. He had received a complaint from Kessler Cannon, complaining that equipment was operating in Mill Creek. He indicated this was a spawning ground. He indicated work should only be done in the stream bed between June 1st and September 15th. There was some possibility that the fish might be out of the stream by March.

I assured of our cooperation. Instructions were immediately issued to Loren Weber to cease any further activity in the stream itself, pending a review with Mr. Mel Collins. That review with Mr. Collins and Mr. Weber was made early in the afternoon. Also in attendance were the Bridge Subcontractor, Gene Scott , and his foreman.

Mr. Collins was not as critical as Mr. Hasselman. His chief complaint was that the contractor had walked his backhoe across the stream for the second and last time. He also expressed some concern about the berm around the southerly footing excavation. He did indicate that if we proceded before high water came up that he would not object. He did indicate that all of this excavated material should either be removed from the area or pulled back onto the bank and covered.

Upon review of our footing situation with Bob Ellison, it was concluded that we should lower the footing at least 18 inches and if the cost does not exceed $2,000, to lower it 24 inches, which would end up approximately 6 inches below the bottom of stream bed. The excavated area should be backfilled with riprap rock. Mr. Weber was authorized to proceed with the excavation on an extra work basis. There is little hope to mechanical excavation, but if it is at all possible, he is to do so.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

CC: Walt Hart
C. T. Keasey
Loren Weber
G.W.W.

RECEIVED
DEC 27 1972
FOR FILING

7844

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 19, 1972

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT 25th St. S. E.-37th Ave. S. E. (Salem) Bikeway
N. Santiam and FAS 679
Contract 7844
Mill Cr. Bicycle Br.
Bent 1, Lower Footing

NOTED
A. E. JOHNSON

Gerald Wimer, Region Construction Engineer (Region 2), called today stating that excavation for Bent 1 of the subject structure has been completed and is 18 inches above the stream bed. He indicated that this is according to plans but it appears somewhat subject to scour in light of the fact that some scour repair work has been done at the nearby State Street Bridge.

I asked Marion Craft, Bridge Foundation Engineer, to examine the project. He reported that the footing is protected somewhat by the State Street structure and is probably all right at the elevation shown.

I informed Walt Hart of the situation. Due to the circumstances and unanticipated scour problems encountered at other bridge sites, we decided to lower the footing at Bent 1 approximately two feet and eliminate most of the potential scour problems. I then informed Gerry Wimer of this.

Salmon have spawned in the creek and care must be taken to preserve the incubating eggs.

RWE/ag

cc A. E. Johnson
G. Wimer
C. Keasey
R. Wright

RECEIVED
DEC 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

78414

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UTILITY UNIT
OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 18, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

78414

RAILROAD COMPANIES
FILE No. 749

ATTENTION: E. A. Kendrew
Assistant Engineer

RE: Construction Agreement
25th Street SE-37th Street SE
(Salem) Bikeway Section
N. Santiam Highway & FAS 679
R/W File: 47398
PUX 836 SXF 600
Your File: 911414/315

Gentlemen:

Herewith you will find duplicate counterparts of the construction agreement for the above-captioned grade crossing at State Street in Salem, which was submitted to us with your letter dated November 10, 1972.

This document was executed by the Highway Commission at their meeting of December 12, 1972, and is now being returned to you for final execution by your principals.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Enclosure

cc: Southern Pacific - San Francisco

bc: ~~C.~~ W. Head
V. D. Wolfe
C. T. Keasey
J. L. Sollis
J. B. Boyd
K. D. Wolfe
J. W. Valentine

NOTED
C. W. HEAD

RECEIVED
DEC 6 -

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7844

DATE December 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement with Southern Pacific**
State Street Bikeway in East Salem

There will be on the agenda for the December meeting an agreement with the Southern Pacific Transportation Company providing for the construction of the 25th Street SE-37th Street SE (Salem) Bikeway Section which parallels State Street in East Salem.

This document grants the State an easement to construct the bikeway across the railroad at grade and requires the State to take the usual safety measures and provide insurance during construction. These obligations will be passed on to the contractor.

All of the work is to be performed by the State's contractor, but the surface of the bikeway within the track area and two feet outside of the rails is to be maintained by the railroad at its expense.

The easement granted by this document will be without charge to the State. The State will bear the cost of railroad protective services up to the limit of $400.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
S. H. Moehring
Victor D. Wolfe
J. B. Boyd
V. E. Skoog
Gary Ross
Gary Sund

TWL:jly dps

RECEIVED
OCT 2 - 1972
HIGHWAY DIV.

FORM E-60 (REV. 10-68)

5

7844

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1972
Salem, Oregon

To: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Asphaltic Concrete Surfacing
East & West Salem Bikeways

Salem Road & Driveway Company is not interested in furnishing a 4" depth asphaltic concrete surfacing at no additional cost in lieu of the specified 2" asphaltic concrete wearing surface, together with a 4" depth of base rock.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Loren Weber

Send copies to
A. E. Johnson
E. S. Hunter

NOTED
E. S. HUNTER

Routing
Keasey
Bond
Walker
Johnson
RECEIVED
NOV 30 1972
CONSTRUCTION SECTION
Poase
Glenn
Litchfield
Berg

RECEIVED
DEC 5 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

bc C. T. Keasey
V Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
K. D. Wolfe
William Geibel (SAIF)

RECEIVED
NOV 20 1972
FOR FILING

7844

November 20, 1972

Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on October 31, 1972, accepted your proposal for work on the 25th Street S. E.-37th Avenue S. E. (Salem) Bikeway Section on the North Santiam and FAS 679 Highways in Marion County in the amount of $47,716.60 and referred it to the Administrator of Highways with authority to award the contract as soon as the necessary right-of-way is acquired.

The Administrator of Highways today awarded you the project, which has been assigned Contract No. 7844, with the understanding that you will remain off of the right-of-way boundary now in negotiations by our Right of Way Division and Southern Pacific Transportation Company.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 2, 1972.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

COMMISSIONERS
HENRY C. MATTSON CHAIRMAN
PAT McCARTHY
HARRY CARSON, JR.
EXECUTIVE SECRETARY
BRUCE PROSSER
LEGAL COUNSEL
DUANE R. ERTSGAARD

RECEIVED
OCT 18 1972
FOR FILING

TELEPHONE [redacted]
588-5212
AREA CODE 503

MARION COUNTY
BOARD OF COMMISSIONERS

COURTHOUSE
SALEM, OREGON 97301

7844

October 18, 1972

Mr. D. N. Harwell
Assistant Engineer
County and City Section
Oregon State Hwy. Bldg.
Salem, OR 97310

NOTED
A. E. JOHNSON

Dear Mr. Harwell:

We are responding to your letter of October 3, 1972, to Mr. John A. Anderson, Director of Public Works, regarding bicycle facilities on East State Street.

As near as we can determine, the proposed bicycle facility lies within the city limits of the City of Salem. We, therefore, feel we have no reason to give approval for your project. Nor would we assume any maintenance of the facility upon its completion.

Please consider this letter, also, as our objection to the terminal point of the bicycle facility at 37th Avenue N.E. This facility will impose considerable traffic safety burden upon the County.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Henry C. Mattson
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

RECEIVED
OCT 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JAA:ja

10/25/72; Copies to:
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
R. N. Bothman
J. B. Boyd
C. W. Head

RECEIVED
COUNTY & CITY SECTION
OCT 20 1972
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
SEP 20 1972
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

73471

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

September 18, 1972

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
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FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Lon Topaz
Asst. Public Utility Commissioner

RECEIVED
STATE HWY ENGR
SEP 19'72
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

Re: In the matter of the application of the State of Oregon for authority to construct a bikeway crossing at grade over the Geer branch of the Southern Pacific Transportation Company east of Salem, Marion County, Oregon.
(PUX 836 SXF600)

Dear Mr. O'Scannlain:

I hand you herewith six copies of a revised exhibit on the above application and would appreciate it if you would substitute this exhibit for the amended exhibit forwarded to your office on August 9, 1972. I would also appreciate it if you would serve all interested parties with copies of the revised drawings.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
E. B. KLABOE

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jn
Enclosures
cc: Mr. T. Edwards
Mr. J. B. Boyd
Mr. C. T. Keasey
Mr. T. W. Litchfield

FOR FILING
FORM 6-00 (REV. 10-00)

7844

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 22, 1972

SUBJECT: 25th Street-37th Street
(East Salem) Bikeway

To: F I L E

In my office this date I discussed with John Anderson, Marion County Director of Public Works, the easterly terminus of the subject bikeway in line with recent communication from the Marion County Board of Commissioners. I explained to Mr. Anderson our reasons for terminating the bikeway at 37th Street rather than extending it along State Street to Lancaster, the reason, of course, being that the businesses on State Street have head-in parking on an inadequate street width which necessitates a backing movement by these parked vehicles into the traveling lane. I explained my fear that a vehicle making a backing movement would make contact with a bicyclist who might feel more secure if a bike lane were delineated on this wide paved area. Mr. Anderson concurred in my apprehension.

The concern of Mr. Anderson and the Marion County Board of Commissioners was that our proposal forces the bicyclist to cross Lancaster at two areas removed from the intersection of Lancaster and State Street, which could conceivably initiate a need for additional traffic lights on Lancaster.

Mr. Anderson indicated that the obvious solution is to four-lane that section of State Street with curbs, gutters and sidewalks, but agrees that this is not the time to put Copeland Lumber Yard, and some other businesses, out of business. In other words, Copeland Lumber yard and other businesses out there are wholly dependent upon parking in the roadway.

Mr. Anderson agreed that at the present time there isn't really any choice other than that which I had recommended. He indicated that a letter of concurrence would be forthcoming from the Board of Commissioners.

Victor D. Wolfe
Location Engineer

VDW:mc

cc F. B. Klaboe
E. S. Hunter
J. B. Boyd
J. D. McClure

NOTED
F. B. KLABOE

BP*82479-734

RECEIVED
AUG 21 1972
FOR FILING (REV. 10-69)

78414

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1972

SUBJECT: East Salem Bike Route
State Street

To: MEMO TO THE FILES

On Tuesday, August 15 I received a call from Mrs. Ann Mounteer, planner with the Mid-Willamette Council of Governments, in reference to delay in subject bike route construction. She had learned of this through a discussion with Mr. Van Wormer of the city of Salem. Through their conversation she learned that the City was reluctant to proceed with their plans for signing and continuing the route to the west. I related that the reasons for delay of the bike route construction was due to the County's reluctance to sign an agreement with the planned termination of the route at 37th and State Street.

Mrs. Mounteer felt that our plan using side streets in the area of 37th Avenue, while not the best, would be all right and agreed with the difficulties in extending a route from 37th Avenue to Lancaster Street along State Street. She also stated that if a meeting was arranged with the County that she would like to be invited to attend.

J. Pearson

NOTED
E. S. HUNTER

for James D. McClure
Office Locating Engineer

JDM:jp
cc: E. S. Hunter
V. D. Wolfe

RECEIVED
AUG 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GPO 52478-734

RECEIVED
AUG 1 1972
FILING

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

78444

August 9, 1972

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Lon Topaz
Assistant Public Utility Commissioner

Re: In the matter of the application of State of Oregon for authority to construct a bikeway crossing at grade over the Geer branch of the Southern Pacific Transportation Company east of Salem in the NW 1/4 of the SW 1/4 of Section 25, Township 7 South, Range 3 West, Willamette Meridian, Marion County, Oregon.
(PUX 836 SXF600)

F. B. KLABOE

Dear Mr. O'Scannlain:

I hand you herewith six copies of a revised exhibit on the above application and would appreciate it if you would substitute this exhibit for the one attached to the original application and serve all the interested parties with the revised drawing.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jn
Enclosure
cc: Tom Edwards
J. B. Boyd
C. T. Keasey
T. W. Litchfield

RECEIVED
AUG 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7844

MEMO TO FILES

August 2, 1972

Re: Bicycle-Pedestrian Facilities
Proposed Projects
Various Cities & Counties

PROJECTS & STATUS:

1. S.W. 12th Ave.-S.W. 18th Ave. (Goose Hollow) Bikeway Section. Sunset Hwy., City of Portland.

   a. Agreement submitted to City 6/29. At meeting with City of 7/17 they expressed a desire to issue construction permit and make future agreement for maintenance and related use of streets.

2. Gresham St.-Indiana St. (Ashland) Bikeway Section. Rogue Valley Hwy., City of Ashland.

   a. Agreement signed by City to assume maintenance.

3. 25th St. S.E.-37th Ave. S.E. (Salem) Bikeway Section. N. Santiam Hwy. and E. State Street, City of Salem and Marion County.

   a. Agreement signed by City to assume maintenance.
   b. Agreement pending signature of County to assume maintenance.
   c. Supplemental agreement pending both City and County regarding extension of system by them.

4. 35th St.-Tyler Ave. (Corvallis) Bikeway Section. Corvallis-Newport Hwy. & Pacific West Hwy., City of Corvallis.

   a. Agreement signed by City to assume maintenance and related responsibility.
   b. City desires asphalt concrete to be in two lifts. Request denied.

5. Table Rock Rd.-Barnett Rd. (Medford) Bikeway Section. Pacific Hwy., City of Medford.

   a. Agreement signed by City to assume maintenance.
   b. City requests State to install box culvert or pipe at existing Lazy Creek site.

6. Delta Hwy.-Coburg Rd. (Eugene) Bikeway Section. Eugene-Springfield Hwy., City of Eugene and Lane County.

   a. Agreement submitted to City 6/29 and returned 7/13 with suggestion it be rewritten for County and more changes and revisions be considered.
   b. Plans being reviewed for revisions by Location and Design Sections

NOTED
FLOYD QUERY

with request for copies to be sent to our office for inclusion of agreement to County for maintenance assumption.

7. Rickreall-Independence Jct. (Bikeway) & Independence Jct.-Salem (Bikeway). Willamina-Salem Hwy., Polk County.

   a. Agreement sent to County on 8/2 for Rickreall-Independence Jct., with proposed maintenance by County along existing alignment.
   b. No agreement necessary on Independence Jct.-Salem as State will maintain.

8. Johnson Creek-Abernethy Creek (OERR) Bikeway Section. Pacific Hwy. East, Clackamas County.

   a. Tentative discussion with County on various occasions reveals a Sewage Treatment Plant and Mini-Park installation in Milwaukie with request that State pay for bikeway in immediate area between Johnson Creek and SPRR U'xing.
   b. No agreement as of yet as details of construction are being worked out by Location Section.

The foregoing is a brief recap of project status of various bicycle-pedestrian facilities that this office is involved with in cooperation with State, counties, and cities, and hopefully will bring the concerned matters into the proper perspective as to what's next.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

cc: George Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw, w/att.
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young
Victor Wolfe, w/att.
F. L. Hall "
R. N. Bothman "
W. J. Hart
H. S. Coulter
L. W. Rulien
J. B. Boyd
J. H. Versteeg
Floyd Query

Salem
824-1444
Bike Rte

FORM S-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1972

To: Victor Wolfe
LOCATION ENGINEER

SUBJECT: Proposed Signing
East Salem Bike Route

In accordance with your request we have asked the City of Salem to provide a plan at the westerly terminus of the 25th to 37th Street bike route.

Attached is a sketch indicating this plan. We are still communicating with the County regarding the extensions easterly. I do believe this is the most important of the problems and should be incorporated into an agreement with the City.

Supplement to letter dated 7-11-72
Don H.

ORIGINAL SIGNED BY J. B. BOYD

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Si Cox
Ed Hall

NOTE
7-25-72
Wimer tells me John Anderson called Klobe & says he doesn't like our ending terminus at 37th he will write letter, guess we wait & see - at this moment Anderson has not returned cigtee. Cor. maint., however City of Salem has & agrees to maintenance on their part.
8-2-72 still no letter from Marion County
Don H.

RECEIVED
COUNTY & CITY SECTION
JUL 25 1972
☐ ENGR ☑ COOR ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ EPE ☐

cc: J. B. Boyd

RECEIVED
COUNTY & CITY SECTION
JUL 12 1972

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 July 11, 1972

Mr. John Anderson
Director of Public Works
Marion County Courthouse
Salem, Oregon 97301

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Gentlemen:

Pursuant to prior discussions, correspondence, and meetings, enclosed for your review and consideration are two sets of preliminary plans for the proposed 25th Ave. S.E.-37th Ave. S.E. (Salem) bicycle-pedestrian facility adjacent to East State Street in Salem and Marion County.

It is currently proposed to accept bids on this project in late July, with the State paying the initial costs of construction.

Upon completion of the project, to provide continuity and be compatible with City's and County's bikeway system, it is requested and would be appreciated if the City and County would assume maintenance and operation of the facility under their respective jurisdiction.

The facility would be constructed along the northerly side of State Street, separating motorized traffic from non-motorized vehicles and pedestrians, for safety and convenience.

Based on the foregoing we trust this is agreeable to you. If so, please have the necessary signatures affixed and return two signed copies to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D. N. Harwell
for H. S. Cox
County and City Engineer

CITY OF SALEM
Ordinance No. _____
Date 7-14-72

By B T Lambert

Title Director of Public Works

By _____

Title _____

MARION COUNTY BOARD OF COMMISSIONERS
Date _____

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

DNH:ljt

RECEIVED
AUG 1 - 1972
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

78414

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

July 28, 1972

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN

ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Lon Topaz
Assistant Public Utility Commissioner

Re: In the matter of the application of State of Oregon for authority to construct a bikeway crossing at grade over the Geer branch of the Southern Pacific Transportation Company east of Salem in the NW 1/4 of the SW 1/4 of Section 25, Township 7 South, Range 3 West, Willamette Meridian, Marion County, Oregon.

NOTED
F. B. KLABOE

Dear Mr. O'Scannlain:

I hand you herewith an original and five copies of the application of the State Highway Commission in the above subject matter.

Two of the copies are for service upon the Southern Pacific Transportation Company, one copy for service upon Marion County, one copy for service upon the City of Salem, and two copies are for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
TOM EDWARDS

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
encs.
cc: Tom Edwards
J. B. Boyd
C. T. Keasey
T. W. Litchfield

RECEIVED
JUL 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Docket No. _____

Crossing No. _____

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

Formal Title: In the matter of the application of State of Oregon for authority to construct a bikeway crossing at grade over the Geer branch of the Southern Pacific Transportation Company east of Salem in the NW 1/4 of the SW 1/4 of Section 25, Township 7 South, Range 3 west, Willamette Meridian, Marion County, Oregon .

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

1. Name of Applicant: State of Oregon by and through its State Highway Commission.

   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.030.

3. Location of proposed project: City Salem

   County Marion

4. This project will construct a public bikeway known as the 25th Avenue - 37th Avenue (Salem) Bikeway

5. This project will cross the tracks and right of way of the Southern Pacific Transportation Company
   (Railroad)

6. Is it possible or practical to construct the proposed bikeway above or below grade? No.

7. If No in No. 6 above, why not? It is not economically feasible.

8. List the proper parties of interest.

   A. Southern Pacific Transportation Company

   B. City of Salem

   C. Marion County

9. What is the average annual daily traffic (bicycle) count? 50 (estimated)

10. What is the average volume of train movements per day?

    Passenger 0 Switch 2 Freight 0

11. The proposed bikeway will approach the crossing on the ascending grade of 2.2 % from the west, and on the ascending grade of 0.35 % from the east.

12 The location of the proposed construction is in the NW 1/4 of the SW 1/4 of Section 25, in Township 7 south, Range 3 west, Willamette Meridian.

13. List type(s) of protection to be installed:

A. Protection type Painted "STOP" and stop lines on pavement on each side of tracks.

1. Who will perform the installation? State of Oregon

2. Who will pay for said installation?

Name of Party	Percent of Cost
State of Oregon	100

3. Who will perform the maintenance? City of Salem

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Salem	100

14. Who will construct the crossing?

A. State of Oregon.

15. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon	100

16. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof

Southern Pacific Transportation Company

B. Remainder of crossing area City of Salem

17. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof

Southern Pacific Transportation Company

B. Remainder of crossing area City of Salem

18. Is this construction necessary for the service, accommodation, and convenience of the public? Yes If yes, why? To provide a suitable bikeway in accordance with Chapter 376 of Oregon Laws, 1971.

19. Is the vision of trains approaching the crossing limited from :

A. A point on the highway 50 feet from the intersection? Yes

B. A point on the highway 400 feet from the intersection? N/A

20. Are the maps and drawings required by OAR 43-045 attached to this application Yes

(See attached sheet for details).

21. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

None.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, Oregon, this 27th day of July, 19 72,

/s/ F. B. Klaboe
(Applicant)

/s/ Jack L. Sollis
(Attorney)

STATE OF OREGON)
) ss.
County of Marion)

I, F. B. Klaboe being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

/s/ Jack L. Sollis
(Notary Public for Oregon)

My Commission Expires 12/18/72

SP

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7844

Salem, Oregon
July 21, 1972

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Penitentiary Property
East Salem Bikeway
North Santiam Hwy.

State Penitentiary Superintendent, Hoyt C. Cupp, through L. B. Day, and in turn Fred Klaboe has requested development of a parking area between State St. and Mill Creek, opposite the Laboratory Bldg. for viewing the fish in Mill Creek. He is agreeable to donating that much property if we will develop the parking area and do some landscaping. We would also have to maintain the area.

This has been viewed with Mr. Klaboe. It has his approval. The chief advantage is that the footpath can follow the meander of the creek.

A plan for this is attached as well as a $5,550 estimate of cost to pay for the parking lot. Please have this included in the plans.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/ser

cc: F. B. Klaboe
Rod Henry
Floyd Lacey
Ed Hall

RECEIVED
AUG 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Hall 8-3-72
Wolfe
Ole incorporate in the job.
E&H

7-28-72
Hunter
Charge to bicycle paths.

RECEIVED
JUL 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2° CL
Δ = 8°44'50"
T = 219.11'

13+52.44 P.S.

17+52.44 P.S.C.

60'

Type B P.C.C. CURB

4½ A.C.

TYPICAL SECTION @ PARKING AREA

East Salem Bikeway
North Santiam Hwy

SEE 8B-19-6

CREEK

8' PATH

12" CULVERT PIPE

38110

40206

30

15

Curb

Conc. Nail

Brass Nail

00+00

30

60

90'

80' x 120' LOT
PARKING FOR 21 CARS (10' STALLS)
30' ENTRANCE

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Estimate of

Temporary Fill for Curb at

State Street @ Sta 13

7-20-72

Asphalt Concrete

160' x 120' x 0.00631 x 4.5 = 204.44 Tons

10' x 120' x 0.00631 x 4.5 = 34.1 Tons

Total Qty. 238.5 Tons x 15.00 = 3580.

PORTLAND CEMENT CONCRETE IN CURBS

$\frac{.923 FT^2 \times 210'}{27}$ = 7.2 cy x 55.00 = 400.00

12" CULVERT PIPE 70' x 6.00 = 420.00

DRAINAGE INLET - 1 x 225.00 = 225.00

4625.00

+ 20% 925.00

TOTAL $ 5,550.00

RECEIVED

5
K

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

7814

July 21, 1972

cc's sent 7-24:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
J. B. Boyd (2)

NOTED
E. S. HUNTER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of July 17 regarding the following project:

25th Street S. E. - 37th Avenue S. E. (Salem)
Bikeway Section
N. Santiam & FAS 679 Highways
Marion County

There will be no conflict with wildlife resources on this project and it is approved. We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
JUL 25 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. FCO

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson

RECEIVED
JUL 2 2

DE
SEC

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

RECEIVED
FOR FILING

JUL 18 1972 FISH ...

Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname Dust

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

78444

July 17, 1972

cc's sent 7-27:
E.S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
J. B. Boyd (2)

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following project scheduled for contract letting July 27-28, 1972.

1. 25th St. S.E.-37th Ave. S.E. (Salem) Bikeway Section
   N. Santiam & FAS 679 Highways
   Marion County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

SNR 7-24-72

Enclo.

Dear Frank,

We anticipate no fishery conflicts in Mill Creek provided fish passage & water quality are maintained. Project approved.

Burt

cc: OGC

RECEIVED
JUL 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1972
FOR FILING

7844

July 13, 1972
Salem, Oregon

Mr. Victor D. Wolfe
Location Engineer

BUILDING

The 25th Street-S.E. 37th Avenue Salem Bikeway Section, in order to be of benefit to anyone, must be extended on each end. You advised me earlier that the City was to mark and delineate bikeways in the downtown area. Please check to see if this is underway and determine when the work will be completed. Also obtain a plan of their proposed routing.

The easterly end should also be extended to pick up those residential areas easterly of Lancaster Drive. Please determine whether or not the County has any plans for doing this.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe

#78420

RECEIVED
COUNTY & CITY SECTION

cc: J. B. Boyd

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 July 11, 1972

Mr. John Anderson
Director of Public Works
Marion County Courthouse
Salem, Oregon 97301

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

Gentlemen:

Pursuant to prior discussions, correspondence, and meetings, enclosed for your review and consideration are two sets of preliminary plans for the proposed 25th Ave. S.E.-37th Ave. S.E. (Salem) bicycle-pedestrian facility adjacent to East State Street in Salem and Marion County.

It is currently proposed to accept bids on this project in late July, with the State paying the initial costs of construction.

Upon completion of the project, to provide continuity and be compatible with City's and County's bikeway system, it is requested and would be appreciated if the City and County would assume maintenance and operation of the facility under their respective jurisdiction.

The facility would be constructed along the northerly side of State Street, separating motorized traffic from non-motorized vehicles and pedestrians, for safety and convenience.

Based on the foregoing we trust this is agreeable to you. If so, please have the necessary signatures affixed and return two signed copies to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D. N. Harwell
for H. S. Cox
County and City Engineer

CITY OF SALEM
Ordinance No. _____
Date 7-14-72

By B T Vanwormer

Title Director Public Works

By _____

Title _____

MARION COUNTY BOARD OF COMMISSIONERS
Date 7th/ 172

By _____
Chairman

By _____
Commissioner

By _____

Approved 10-25-72
Asst. State Hwy. Engr.

RECEIVED
MAY 25 1972
FILING

7844

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc:
Floyd Dusty
George W. Baldwin
F. A. Elaine
L. S. Hunter
L. R. Young
F. L. Hall
B. S. Cox
V. L. Sloan
Gary Ross
Gary Ford

BLG:js cc

DATE May 24, 1972

TO Oregon State Highway Commission

SIGNATURE REQUIRED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Finance Approval
Six Bikeway Projects

Every effort is being made to complete plans for the following bikeway projects which are scheduled for the July letting:

1.	S.W. 12th Ave.-S.W. 18th Ave. (Goose Hollow) Bikeway, Sunset Hwy., Multnomah Co.: Grade, Pave	$ 40,000
2.	Independence Jct.-Wallace Rd. (Salem) Bikeway, Willamina-Salem Hwy., Polk Co.: Grade, Pave	226,000
3.	37th Ave. S.E.-25th Ave. S.E. (Salem) Bikeway, FAS-670, Marion Co.: Grade, Pave & Str.	200,000
4.	35th St.-Tyler Ave. (Corvallis) Bikeway Corvallis-Newport & Pac. W. Hwy's., Benton Co.: Grade, Pave	181,000
5.	Table Rock Rd.-Barnett Rd. (Bear Cr.) Bikeway, Pacific Hwy., Jackson Co.: Grade, Pave & Str.	188,000
6.	Gresham St.-Indiana St. (Ashland) Bikeway, Rogue Valley Hwy., Jackson Co.	6,000
		$843,000
	Contingency	57,000
		$900,000

I recommend these bikeway projects be constucted with State funds at an estimated cost of $900,000 and request your authorization to include them in our current State Construction Program.

This matter will be on the agenda for your consideration at the June 27 meeting.

FOR FILING

L #7844

Salem, Oregon 97301

Working for Community Schools and Development in East Salem

Jack Thornton
Acting Chairman
Home: 364-2020
Office: 378-2486

Bob Ohmart
Business

Ray Burleigh
Schools

Ed Kuenzi
Parent

George Sullivan
Institutions

Walter Sheld
Community

Charlene Fowler
Community

Lee Miller
Fire District

Mary Buchheit
Auburn Parent

Juanita Reynoldson
Auburn Parent

Don Roth
Scouts

Jim Byerly
Senior Citizen

Mari Markson
Youth

See Santiam Story

January 26, 1972

Dear Officials Concerned with Safety of Our Children:

We of the East Salem community need a bicycle path from East Salem along the Santiam Freeway-Mission street at least to 25th Street. There has been a walkway from 25th to Cascade Gateway Park.

Two matters make the issue urgent. 1) East Salem children-youth are being shifted from attendance at North High School to South High. 2) Children of our area use Cascade Gateway Park a great deal. The only reasonable way to get from Four Corners southend to South High and Gateway is along Santiam Freeway.

My first thought is that it would be easy to construct a path on the south side of Santiam Freeway from Lancaster to Turner Road, except for crossing I-5 Freeway. There cyclists could be instructed to walk their bikes across, or a light bridge hanging over the I-5 Freeway might be considered.

The safety of our children and youth are of great concern to us. Please inform us as soon as possible as to the steps we need to take to get governmental action on this issue.

Jack Thornton

RECEIVED
JAN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-28-72

State Highway Engineer
Highway Division
Salem, Oregon 97310

Commissioners
Marion County
Court House
Salem

City Manager
City of Salem
City Hall

Superintendent
Salem Public Schools
1309 Ferry St
Salem

Mid-Willamette Valley
Planning Commission
Court House
Salem

William H Tebeau
State Highway Division

RECEIVED
DEC 28 1971
FOR FILING

7844

Salem, Oregon
December 21, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Bike Trails
Four Corners Area - South
Salem High School

On December 20, I had a telephone call from a representative (whose name is unknown) of a citizens group associated with the Local School Advisory Committee from the Four Corners area in Salem. This individual expressed concern about the effect that recent school boundary changes will have upon the mobility of children riding their bicycles from Four Corners to the South Salem High School area. The new boundary, as you know, places Four Corners in the South Salem High School area.

Presently, Four corners is in the North Salem High School area and children riding bicycles to school are utilizing routes that are comparatively safe. He indicated that children riding bicycles to the South High School area will have a problem in that a direct route from Four Corners to South High would involve the Santiam Highway and Mission Street. He suggested, as a possible solution, a bicycle route established along the south side of the Santiam Highway and Mission Street to reduce conflict between Santiam Highway traffic and bicycles.

A petition is being circulated in the Four Corners area by this citizens group urging that the responsible agencies seriously consider this problem and take necessary steps to provide a remedy. The Highway Division, along with Marion County, City of Salem, and Mid-Willamette Planning Commission, will receive copies of this petition in the near future.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Assistant Program & Planning Engineer

WHT:dg

cc: Victor D. Wolfe

7845 Steel Br.-S.W. Sheridan St. (Harbor Dr.) Sec. of Pac. Hwy. W. in Portland (Grad.,pav.,struct.,&tr. cont. dev.) ■ 1972

CVA 4372 - 12-24-73

FORM 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 25, 1976

FROM: C. T. Keasey
Construction Engineer
R. D. Church for

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7845, Work Completed May 23, 1975

Project Steel Bridge-S.W. Sheridan St. (Harbor Dr.)

Highway Pacific West, County Multnomah

Type of Work Grading, Paving, Str. & Traffic Control Devices

Contractor Lord Bros. Contractors, Inc.

Recommended Acceptance Date February 24, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
E. S. Hunter
NOTED
Date 2-27-76 E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Letter Written
3-1-76

7845

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 10, 1976

ROBERT W. STRAUB
GOVERNOR

Oregon State Treasurer
103 State Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe

Re: Lord Bros. Contractors, Inc.
Contracts 7832, & 7845

Contracts 7832 and 7845 have been finaled with the contractor, Lord Bros. Contractors, Inc. Please cancel your safekeeping receipts #661, $15,000 and #884, $5,000, applying to contracts 7832 and 7845 respectively.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

NOTED
C. W. HEAD

cc: Lord Bros. Contractors Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

7845

March 1, 1976

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Ave.
Portland, OR 97201

Gentlemen:

Contract No. 7845 awarded to Lord Brothers Contractors, Inc., for work on the Steel Bridge-S.W. Sheridan St. (Harbor Drive) Section of the Pacific Highway West in Multnomah County was completed on May 23, 1975, and accepted by the Administrator and State Highway Engineer on February 24, 1976.

Final payment in the amount of $ .44 will be released to the contractor after March 6, 1976. The total contract amount is $1,901,093.92 including $44,817.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Lord Brothers Contractors, Inc.
437 N. Columbia Blvd.
Portland, OR 97217

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
R. N. Bothman

7845

R

Salem, Oregon

June 10, 1975

C. T. Keasey, Construction Engineer

Bob Church
Contract Payments

Request Contract Acceptance

Contract 7845, Work Completed 5-23-75

Project Steel Br.-S.W. Sheridan St.

Highway Pacific West

County Multnomah

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

cc: Don Harwell
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7845 R

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Steel Bridge - S.W. Sheridan Street		WEEK ENDING: June 7, 1975
		SECTION PREFIX: 26-1104
HIGHWAY: Pacific West		COUNTY: Multnomah
NAME OF JOB: Steel Br. - S.W. Sheridan Street	KIND OF WORK: Paving, Grading, Struct., and Traffic Control Devices	
CONTRACTOR: Lord Bros. Contractor, Inc.	CONTRACT NUMBER: 7845	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 9, 1972	DATE WORK STARTED: November 28, 1972	[redacted] COMPLETION DATE: [redacted] May 23 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS [redacted] 425	WORK DAYS USED: CALENDAR DAYS USED 410
PROJECT AUTHORIZATION: $2,120,000.00 [redacted]	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96
EXCLUSIVE OF ENGINEERING: $1,935,000.00 [redacted]	ENGINEERING AUTHORIZATION $185,000.00 [redacted]	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,989,671.95	ENGINEERING COST TO DATE $184,059.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT OVERRUN [redacted]: 3 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: MAY 23, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

Removal	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Structures	Signing	Illumination
100	100	100	100	100	100	100	100

	GRADING	conc. walks SURFACING	Base	Temp. Prot.	PAVING
MILES IN PROJECT	1.4	1.4	1.4	1.4	1.4
MILES PARTIALLY COMPLETED	1.4	1.4	1.4	1.4	1.4
MILES COMPLETED	1.4	1.4	1.4	1.4	1.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	55,800 C.Y.	3,900 S.Y.	9,210 Tons	100%	5,240 Tons
TOTAL QUANTITIES CORRECTED TO DATE	50,000 C.Y.	3,508 S.Y.	8,426 Tons	100%	6,180 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	50,000 C.Y.	3,508 S.Y.	8,426 Tons	100%	6,180 Tons
AVERAGE DAILY QUANTITIES (this week)	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	NA	NA	NA	NA	NA
NUMBER OF SHIFTS PER DAY	NA	NA	NA	NA	NA
HOURS PER SHIFT	NA	NA	NA	NA	NA

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2733							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1		0		[redacted]
MONDAY	2	Cloudy-warm	0		[redacted]
TUESDAY	3	Cloudy-warm	0		
WEDNESDAY	4	Partly Cloudy	0		
THURSDAY	5	Partly Cloudy-warm	0		
FRIDAY	6	Partly Cloudy-warm	0		
SATURDAY	7		0		

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Bergs

RECEIVED
JUN 9 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity all week. Project complete 5-23-75.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Complete. This is the last Field Engineer's Weekly Report.

SIGNED _____ LOCATION 1101 North Russell Street
Portland, Or 97227

Robert E. Shotwell, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Steel Br. - S.W. Sheridan St

Week Ending - JUNE 7, 1975

Contract No. 7845 Prefix No. 26-1104 Br. No. 2733K

No	Name of Item	100%	% Complete 0 50 100	No.	Name of Item	Quant.	% Complete 0 50 100
1	Temp. Protection and Direct. of Traff.	100%		39	Class "A" Concrete in Walls	400	
2	Mobilization	100%		40	Reinforced Concrete Bridge End Post	80	
3	Removal of Struc. and Obstructions	100%		41	Reinforcement	100%	
4	Embankment in Place	..		42	Reinforcement in Walls	40,000	
5	Trench Excavation	560		43	Steel Railing	1300	
6	Furnish & Place Topsoil	1118		44	Deck Overlay	100%	
7	Watering	..		45	Pedestrian Handrail 41.8	~~45~~	
8	Bit. Base Mixture	7,100		46	Single Tube Handrail 25.7	~~25~~	
9	Asphalt in Bit. Base Mixture	390		47	1½-Inch Electrical Conduit 453	~~450~~	
10	1"-0 Aggregate Base	1,720		48	Removal of Exist. Sign Install.	100%	
11	Class "B" Asphalt Concrete Mixture	250%		49	Painted Wood Sign Posts	100%	
12	Class C Asphalt Concrete Mixture	333		50	Sign Support Footings	100%	
13	Asphalt Cement in Mixture	332		51	Breakaway Sign Posts	100%	
14	Asphalt in Tack Coat	5.3%		52	Single Sign Supports	100%	
15	12-Inch Sewer Pipe	1600		53	Double Sign Supports	100%	
16	Extra for Pipe Under Pavement	450		54	Sign Br. at S.W. Taylor St.	100%	Deleted
17	Concrete Inlets. Type G-1	~~8~~ 9		55	Cant. Sign Struc. "Ln-HD" 60+00 Lt.	100%	
18	Concrete Inlets. Type CG-1	15		56	Cant. Sign Struc. "F" 207+18 Lt.	100%	
19	Concrete Inlets, Type G-2MA	1		57	Cant. Sign Struc. "F" 205+30 Lt.	100%	Deleted
20	Concrete Inlets, Type P	2		58	Cant. Sign Struc. 45' N. of Island	100%	
21	Concrete Slope Protectors	1		59	Cant. Sign Struc. "HSF" 79+60 Lt.	100%	
22	Concrete Walks and Surfacings	3,900		60	Cant. Sign Struc. 25' S. of Island Nose	100%	
23	Concrete Curbs	326		61	Structure Mounts	100%	
24	Concrete Islands			62	Type "A" Signs in Place		
25	Adjusting Manholes	24		63	Type "C", "D" and "R" Signs in Place		
26	Reconstructing Concrete Manholes	14		64	Type "E" and "EE" Signs in Place		
27	Adjusting Inlets 14 ~~15~~	~~14~~		65	Type "H" Signs in Place	9	
28	Capping Inlets	3		66	Type "I" Signs in Place		
29	Capping Manholes	3		67	Type "M" Signs in Place		
30	Roadside Seeding & Mulching			68	Type "U" Signs in Place	84	Deleted
31	Bridge Removal Work	100%		69	Sign Illumination Equipment	100%	
32	Timber Detour Structure	100%		70	Thermo plastic Pavement Arrows	1	Deleted
33	Shoring, Cribbing, Etc.	100%		71	Removal of Exist. Illum. Install.	100%	
34	Structure Excavation	~~20~~		72	Roadway Light., Poles, and Foundations	100%	
35	Structure Exc. Below Elev. Shown			73	Luminaires and Ballasts	100%	
36	Furnish Treated Timber Piling	6,000		74	Switching, Conduit, Wiring, Lamp	100%	
37	Drive Treated Timber Piles	120		75	Traff. Signal Install. Complete.	100%	
38	Class "A" Concrete	100%					

7845

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 30, 1975

HON. CONNIE MC CREADY
Commissioner
Department of Public Works
City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

Subject: Steel Bridge-Sheridan Street Section (Front Avenue)

The contractor on the subject project, which involved the closure of Harbor Drive and diversion of traffic to Front Avenue, will complete the project June 2.

The State obligation, insofar as reconstruction of the north and south connections of Front Avenue as stipulated in the agreement between the State and the City pursuant to Ordinance No. 137533 passed by the City Council on November 28, 1973, has been met.

According to the terms of the agreement the State shall perform sanding operations at such time as weather conditions warrant, and shall remove snow from the travelway to a berm in the center area of the street. The State is also responsible for maintaining the signing and striping.

The third obligation of the State is to provide for transfer of all the State's right-of-way and interest, if there be any, on Southwest Harbor Way, to the City with all jurisdiction, maintenance and control passing to the City.

An agreement to accomplish this effort has bounced from various responsibilities in the City, including Lloyd Anderson then Commissioner of Public Works, and I believe currently rests in the Mayor's office (my last discussion was with Alan Webber).

The basic problems with that agreement involved the use of the land being transferred to the City, and lengthy development of plans for the riverfront. I will attempt to re-initiate effort towards transfer of that right-of-way.

RECEIVED
1975
Office of
State Highway Engineer
NOTED
H.S.CO

Under the same agreement the City is obligated to clean the street, maintain the storm sewer system, pay the cost of electrical energy, remove the snow berm, and have full jurisdiction and control of those portions of the right-of-way including sidewalks which are located outside the curb line.

The City is also obligated to accept total jurisdiction and maintenance of Southwest Harbor Way.

The City should take the necessary steps to maintain the new area that is seeded and under irrigation.

Robert N Bothman

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: H. S. Coulter
E. L. Hardt
Cowles Mallory

7845

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 30, 1975

HON. NEIL GOLDSCHMIDT
Mayor, City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

ATTENTION ALAN WEBBER

Subject: Steel Bridge-Sheridan Street Section (Front Avenue)

The State's work and obligation, in accordance with the agreement between the State and the City, has been met on the subject project.

I have indicated to Commissioner McCready that the City should assume maintenance,in accordance with the agreement,of those areas previously occupied by Harbor Drive, now seeded to lawn and under irrigation.

One uncompleted element of the agreement provides for transfer of the property to the City, which will be necessary for the future development of the area for parks, etc. My last conversations were with you on that subject. I would appreciate it if you would start whatever response is necessary to the proposed agreement providing for the transfer of the property to the City in order that we can complete that element.

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: H. S. Coulter
L. W. Rulien
E. L. Hardt

NOTED
H.S. COULTER

RECEIVED
1975
Office of
Assistant State Highway Engineer

7845

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 22, 1974

Portland, OR 97213

FILE: Case file
Contract:
7845

FROM: R. N. BOTHMAN ebg
Metropolitan Engineer

SUBJECT: City of Portland
sidewalk request

TO: H. S. COULTER
Asst. State Hwy. Engineer
Operations

SALEM

NOTED
H. S. COULTER

Please find attached a request from the City of Portland for an additional sidewalk on the two ramps from Front Avenue to the Hawthorne Bridge.

This proposal is consistant with the bikeway plan for the City of Portland, and has been reviewed and, I believe, tentatively approved by Jim McClure.

However, the cost for construction of this bicycle path, at a cost of $6,000 within the existing project authorization, will require approval from your office.

I recommend that we do proceed with the construction of the bicycle path, and that additional monies are provided for this work.

Approved 10-24-74
Asst. State Hwy. Engr.

ebg

attachment

Do sign and keep original. Copies as marked can be duplicated

RECEIVED bicycle funds

OCT 25

Office of
Assistant State Highway Engineer

10-29-74
cy Metro
Commission

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR

NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

September 18, 1974

METROPOLITAN ENGINEER
SEP 26 1974
EP TE UE FILE T/A

Mr. Robert Bothman
Metropolitan District Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

It has recently come to my attention that efforts of the Oregon State Highway Division to reconstruct portions of the west approach of the Hawthorne Bridge, vis-a-vis the Harbor Drive project, directly coincide with a current project of Portland's Bicycle Facilities Program.

As you may know, poor pedestrian and bicycle access to the west end of the Hawthorne Bridge has long been a problem due to the termination of the bridge sidewalks near the bridge head. The City would like to extend the sidewalks into the roadway as illustrated in the accompanying drawings, and thus connect them to existing ground level sidewalks at Front Avenue near Main Street on the north side and at Front Avenue and Jefferson Street (Harbor Way) on the south.

This proposal is consistent with the adopted bikeway plan of the City of Portland, Bicycle Facilities for Portland, and is a part of the top priority project on this year's Bicycle Facilities Capital Improvement Plan as adopted last spring. The proposed ramp alterations have the unanimous acceptance of the City's Bicycle Advisory Committee and the tentative approval of both the City Engineer's Office and the Bureau of Traffic Engineering. The alteration as proposed by the Bicycle Program is strongly related to the redevelopment and future use of Harbor Drive, and thus to your project now underway. For that reason, and in order to achieve both timely execution and cost savings available because of the presence of your contractors now on the site. I would like to request, on behalf of the City, that the proposed sidewalk extension be incorporated in the State's current construction work for that area.

A detailed cost estimation for this proposal has not been done, yet it seems unlikely that the construction cost would exceed $6,000. Funding of the project has been discussed with Jim McClure of your location section in Salem. He indicated that it would be possible to tap the State Bikeway and Foot Path Fund, if it were necessary to do so.

Should you need further assurances, documentation, or information from the City on this matter, please contact Ernie Munch of the Bureau of Planning.

Yours very truly,

Neil Goldschmidt
Mayor

NG/EM/gr

cc: Jim McClure, Location Engineer OSHD, Salem
Bill Monahan, Acting City Engineer
Don Bergstrom, Traffic Engineer
Bob Scotton, Chairman, Citizens Bicycle Advisory Committee

SW FIRST AVE.

SW FRONT AVENUE

EXIST'G SIDEWALK

SW HARBOR DRIVE

(CLOSED)

MAIN ST

EXTEND SIDEWALK 4' INTO ROADWAY

RIVER

MAIN ST. APPROACH

Fishing Pier #7

HAWTHORNE

MADISON ST APPROACH

IRON WORKS RAMP

SW HARBOR DRIVE

EXTEND SIDEWALK 4' INTO ROADWAY

INSTALL CURB CUT ACCESS RAMP

COLUMBIA ST.

WEST APPOACH TO HAWTHORNE BRIDGE

7845

October 10, 1974

Lord Bros. Contractors, Inc.
P. O. Box 17197
Portland, OR 97217

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7845 for work on the Steel Bridge-S.W. Sheridan Street, Pacific West Highway in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 300 days is granted now because of added work orders, sign changes, and material delay.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
Bob Bothman

JAB:fr dpy

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 # 7845

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 4, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Steel Bridge-S.W. Sheridan Street
Contract No. 7845
Request for Time Extension

Lord Bros. Contractors, Inc. has made formal request for 385 days additional time based on a two-page listing of reasons which could be summarized as added orders, late opening of the Fremont Bridge, sign changes, changes at Front Avenue and Couch Streets and an apparent anticipated delay in securing sign structure material.

This project had an unusual time control in that the 125 straight calendar days allowed was to start when Fremont Bridge was opened to traffic. The time therefore started November 15, 1973 at which time the contract was 38 percent complete. Then in May of this year, the contractor was given a retroactive stop work order which deleted the count of any time from December 30 to March 20 because of unsuitable weather for grading and paving. Actually during this interval of time, the contractor performed about 4 percent of the contract work. Another 5 weeks in June and July of this year was not counted during labor disputes (cement masons and ironworkers). Therefore, as of the end of this week, we will have about 180 days counted and the contract is about 75 percent complete.

You will recall we just had to request an additional authorization for this project because of the accumulation of added orders. We are up to Price Agreement No. 13 and Extra Work Order No. 15 on the project. As indicated in the Resident Engineer's analysis, some of the revisions related to signing and structures have aggravated the material delay factor. The 125 days allowed expired August 12 this year at which time the project was considered 67 percent done. The 340 day extension recommended by both the Resident Engineer and the Region office would run clear to late next July, yet they are carrying an estimated completion date of November of this year. I have discussed this further with Bothman and find that we should get on the final traffic pattern this year but it will take a month or so of good weather to complete removal and backfill of Harbor Drive on north end. This along with the signing delays indicates a project completion late next spring. I note that one of the sign supports has not yet been fabricated and was delayed by our changes. I recommend we approve a 300-day extension now subject to reconsideration if additional time is actually needed. This will run to mid-June, 1975. This is a State project. Rough draft letter to the contractor on the above basis is attached.

JAB:fr
Att.
cc: V. L. Gallagher

RECEIVED
OCT 4 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7845 Contractor Lord Bros. Contractors, Inc.

Highway Pacific West

Section Steel Br. - S.W. Sheridan St.

Kind of Work Grade, Pave, Structure, Lighting, Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 300-day extension now subject to reconsideration if additional time is actually needed. This will run to mid-June, 1975. This is for added orders and plan changes.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7845
Project designation	State (State-Federal)
Date awarded	November 9, 1972
Work started	November 27, 1972
Per cent completed	67.0 (Date) 8-5-74
No. of Workdays Allowed	125
No. of Workdays Used	131
No. of Added Workdays Requested	385

SP*6396-734

E-330 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 12, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from * days to * days, within which to complete our Contract No. 7845, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

*SEE ATTACHED LETTER OF AUGUST 8, 1974

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.
Contractor

By George H. Lord
GEORGE H. LORD, VICE-PRESIDENT

CONSENT OF SURETY

Date August 12, 1974

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. Mowrey
M. Mowrey, Attorney-in-fact

(SEAL)

Resident Agent

7845

OREGON STATE HIGHWAY DIVISION

File: 7845

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Steel Bridge-S.W. Sheridan Street**
Contract No. 7845
Request for Project Authorization

We now expect a 12 percent overrun or $226,564.25 to a new total of $2,120,000 on this project. The project is about 70 percent complete, with completion expected late this fall and Lord Bros. Construction, Inc. is the contractor.

Four added orders covering unplanned changes on old Harbor Drive amount to almost $154,000. These are for the removal of the street pavement, filling back with embankment and topsoil, seeding and mulching, and provision for some irrigation of the area. An accumulation of ten other price agreements and about twelve extra work orders covering many more minor changes in signals, channelization, signing, and drainage have used up the contingency fund available under the original authorization. This is a State project.

I request your approval of a $226,564.25 increase in the contract authorization. This will be on the agenda for your consideration at the September 25 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
E. L. Hardt
Gary Sund
Bob Whipps

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 18, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Steel Bridge-S.W. Sheridan Street
Contract No. 7845
Request for Authorization

Herewith form E-472 covering the expected overrun on this project. We now expect a 12 percent overrun or $226,564.25 to a new total of $2,120,000. The project is now about 70 percent complete with completion expected late this fall (November).

Four added orders covering unplanned changes on old Harbor Drive amount to almost $154,000. These are for the removal of the street pavement, filling back with embankment and topsoil, seeding and mulching and provision for some irrigation of the area. An accumulation of ten other price agreements and about twelve extra work orders covering many more minor changes in signals, channelization, signing and drainage have used up the contingency fund available under the original authorization. The contract is also overrunning on time and you will note the form shows about $50,000 additional for engineering. The above figures do not include anything for future contingencies. There has already been considerable contact with Administration concerning the Harbor Drive changes which are the main reason for the over-all project overrun. This is a State project.

A rough draft letter to the Transportation Commission is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
SEP 18 1974
Office of
Assistant State Highway Engineer

#7245

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon

August 20, 1974

FILE:

NOTED
H. S. COULTER

FROM: R.N. BOTHMAN
Metropolitan Engineer

SUBJECT: Harbor Drive

TO: MEMO TO THE FILE

ORIGINAL SIGNED BY R.N. BOTHMAN

Fred Klaboe advised to proceed with backfilling and seeding and mulching the Harbor Drive area vacated by the construction. He advised to proceed along the guidelines of my earlier correspondence which provides for backfill, irrigation, seeding & mulching, and incidentals for drainage.

Apparently the City will participate in the amount of $35,000, which is approximately 1/2 of the cost to restore the area excluding the removal of the pavement. The arrangements for this financing will be handled a later date.

Mr. Klaboe advised to proceed expeditiously in order to complete the work this fall.

Price agreements and Extra Work Orders have been initiated for the work except the sprinkling system presently being designed by the City of Portland. There is a possibility that thissystem could be installed by the City, which possibility should be pursued. If this route is followed, a State Force Order will be initiated to provide for the installation of the sprinkling system.

RNB:kc

cc Coulter
Keasey
Shotwell

RECEIVED
AUG 23 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

5821 NE Glisan St., Portland 97213

August 19, 1974

FILE:

I.

H. S. COOLICAN

August 13, 1974

C. T. KEASEY
Construction Engineer

CHUCK LOSACCO
Assistant Resident Engineer

M. C.
MARION A. CRAFT
Metro Construction Engineer

TO:
R. N.
Metropolitan Engineer

SUBJECT: LANDSCAPE HARBOR DRIVE
Steel Br.-SW Sheridan St.
Contract No. 7845

Steel Br.-S.W. Sheridan St.
Contract No. 7845
Price Agreement 12 & Extra Work Order 15

Enclosed [illegible] and a checklist of information. This P.A. is written to cover a portion of the work [illegible] to landscape the [illegible] Drive [illegible].

[illegible] unit prices are below the "[illegible] low bids" [illegible] Tabulation of Concrete and [illegible] consideration is [illegible] recommended that [illegible] be the [illegible] basis.

Attached for your approval is price agreement no. 12 and extra work order no. 15 for this project. The extra work order is necessary to take care of items which could not be covered or anticipated in price agreements 11 and 12, such as fence repair, modify drainage, remove buried footings, etc. The price agreement is to provide embankment fill material, topsoil and seeding and mulching of the filled area.

[illegible] separately [illegible] said [illegible], and the [illegible] per acre is an [illegible] with the [illegible]

This work in this area is being done by authority of a letter from E. S. Hunter, a copy of which was recently sent to you. We have been pushing this work pretty hard since the instructions were to get the area seeded and mulched this Fall, with the details of percentage of participation of payment to be worked out by officials of the Highway Division and the City of Portland. Most of the embankment has been placed and leveled out, and we plan to finish the embankment, but hold off on the topsoil and seeding and mulching until an agreement is reached.

cc

Bob Shotwell's office has looked over the unit prices and is satisfied that they are as good as we could expect on a project of this kind.

Your approval of this price agreement and extra work order is recommended.

8/23 Keasey - will prepare per attached memo

jb

Attachment

RECEIVED
AUG 26 1974
Office of
Assistant State Highway Engineer

CE PL SE

METROPOLITAN ENGINEER

AUG 21 1974

EP TE OE FILES TIA

— 7845

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Steel Br. - S.W. Sheridan Street ✓ Date August 12, 19 74

Highway Pacific West Contract No. 7845 ✓

County Multnomah Prefix 26-1104 ✓

Contractor Lord Bros. Contractors, Inc. F. A. Project No. State ✓

Address P.O. Box 17197, Portland, Oregon 97217 Order No. 15 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove concrete footings, saw concrete, repair fence, modify drainage and other minor items required to landscape the Old Harbor Drive Area.

Location by station numbers:

"HS-F" 82+00 to "F" 205+00 (Harbor Drive between Hawthorne Br. & Burnside Br.)

Estimate of quantities and cost:

Landscape Harbor Drive:

Labor	$3,500.00
Equipment	1,000.00
Materials	1,500.00
Total	$6,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The pavement removal and landscaping were not part of the original contract. The above listed items are things which are not covered by Price Agreements No. 11 and 12.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 1,893,435.75
Present estimate of project cost, including $ 6,000.00 for work under this order	$ 2,054,453.37
Expected ~~under-run~~ over-run amount	$ 161,017.57
Expected ~~under-run~~ over-run per cent	8.503

Space to right of this line is for use of Salem Office

Submitted by: Robert E. Shotwell, Resident Engineer
Asst. Resident Engineer

Approval Recommended: ..... Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved ..... Construction Engineer.

cc: Zitzewitz

AD

7845

8

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 18, 1974

HONORABLE NEIL GOLDSCHMIDT
Mayor, City of Portland
1220 SW 5th Avenue
Portland, Oregon

ATTN: ALAN WEBBER

HARBOR DRIVE

In an attempt to remove Harbor Drive from the face of Portland and cover it with a seeded area this year, I have started our contractor removing pavement, curbs, islands and sidewalks as shown on the attached plan and will shortly commence to negotiate for the leveling, placing of top soil, perhaps a sprinkler system, and seeding and mulching.

The attached plans were developed in concert with members of your staff and the Highway Division staff; however, if you have any specific additions or deletions to the attached plans, I need to have that information immediately.

ORIGINAL SIGNED BY R.N. BOTHMAN
R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

Attachment

cc H. S. Coulter

RECEIVED NOTED
JUL 19 1974 H.S. COULTER
Office of
Assistant State Highway Engineer

7845

Coulter

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
July 15, 1974

FILE:

FROM: R. N. BOTHMAN ORIGINAL SIGNED BY R.N. BOTHMAN
Metropolitan Engineer

SUBJECT: REMOVAL OF HARBOR DRIVE
STEEL BR. - SW SHERIDAN ST.
CONTRACT NO. 7845

TO: C. T. KEASEY
Construction Engineer

Your approval is requested on the attached Price Agreement No. 11 on subject contract to provide for removal and disposal of roadway pavement, curbs, islands and sidewalks on Harbor Drive between NW Couch and SW Jefferson.

The pavement being removed consists of 4"-7" of asphaltic concrete on top of 7" non-reinforced concrete. In addition there is a center divider of concrete.

Justification is provided for the cost of this removal including the cost of removal of the rubble from Harbor Drive.

The Price Agreement includes removal of the pavement between the curbs on the subject section, leaving the curbs, sidewalks and lighting in that improvement outside of the curbs in place at this time. The wall removal consists of a wall in the vicinity of the old Journal building site. The curb removal consists of removal of ties between Harbor Drive and Front Avenue.

Proposed is approval of this initial Price Agreement for the removal of the existing pavement. The estimated cost to complete the embankment to backfill the 14" plus curb exposure in the Harbor Drive Street area including 6" of topsoil and a sprinkler system adjusting inlets to provide proper drainage and to provide access roads to the sewer pumping station and the Hawthorne Bridge tender parking area, with 10 percent contingency, is $79,000. It is broken down as follows:

Embankment: 12,000 cu.yds. @ $2.00/cu.yd. =	$24,000.
Top Soil: 6,000 cu.yds. @ $4.50/cu.yd. =	27,000.
New Curbs: 15 cu.yds. @ $16.00/cu.yd.=	900.
Sprinkler system to provide water for rainbird sprinklers from Front Avenue =	14,000.
Adjust inlets for proper drainage: 7 @ $100. =	700.
Adjust manholes: 4 @ $100. =	400.
Base rock for access road: 70 tons @ $6.00 =	420.
Class B Asphaltic Concrete for access roads: 56 tons @ $13.00/ton =	728.
Asphaltic Cement in Mix: 4 tons @ $60./tn =	240.
Seeding & Mulching: 8 acres @ $400./acre =	3,200.
ESTIMATED TOTAL INCLUDING 10% CONTINGENCY	$79,000.

RECEIVED
JUL 16 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER
K

We have instructions to complete the seeding and mulching this fall. It was necessary to immediately start the contractor on the pavement removal; that work has been underway for approximately two weeks. Records have been kept so that if the Price Agreement figure does not meet with your approval the work can be done by Extra Work.

Your direction in proceeding with the additional work items to complete the project is needed expeditiously so that a price agreement can be written for that work.

Anticipated for the entire project, including $140,000 for the removal of the pavement and seeding and mulching of Harbor Drive, is $93,817, a 5 percent overrun of the entire project.

ar

Attachment
cc F. B. Klaboe
E. S. Hunter
H. S. Coulter

7845

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 3, 1974

Mr. Robert C. Hyle, Manager
Department of Public Utilities
Bureau of Water Works
1800 S. W. Sixth Avenue
Portland, Oregon 97201

Re: Water Main Relocation
Steel Bridge-S. W. Sheridan St.
Pacific Highway West
Multnomah County
Contract No. 7845

Gentlemen:

Your revised estimate and sketch map for the adjustment of your facilities in S. W. Harbor Way on this project, as submitted with your letter of June 21, 1974, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of May 30, 1974.

Reimbursement for the work performed on and subsequent to May 30, 1974, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:kas

bc: ~~G. L. Green~~
R. L. Schroeder
V. L. Gallagher
V. E. Skoog Attn: Jess Jones
R. N. Bothman
Robert Shotwell
M. J. Klotz
Jack Hesla

NOTE TO MUE & RES. ENGR: Work will be performed under SFO # 1 dtd 12-15-72.

NOTED
R. L. SCHROEDER

RECEIVED
JUL 3 1974
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Ore. 97213

~~July~~ June 28, 1974

NOTED
H. S. COULTER

FROM: R. N. Bothman ORIGINAL SIGNED BY R.N. BOTHMAN
Metropolitan Engineer

SUBJECT: HARBOR DRIVE

TO: MEMO TO THE FILE

Met on site this date with Allan Webber (Mayor's office), Dick Brainard (Planning Bureau), and Marion Craft and Bob Shotwell to discuss the removal items on Harbor Drive.

Dick Brainard will review our proposed items as outlined in my previous memo this date and give us a reaction next week.

Initial reaction was that the City and Planning Bureau did provide for leaving the dip at the Journal building to form an outdoor amphitheater location during the interim period. With this in mind, I advised Shotwell that we should get initial quotations with the idea that all of the concrete would have to be removed from the site. I thought he might also purue the possibility of an alternate bid with the idea of filling the hole, which would represent about 10,000 yards.

The second change to my earlier memo would be that all the sidewalks be left in place. General agreement seemed to be that the sidewalks running north and south adjacent to Harbor with the lighting in the sidewalks would be an asset during the interim period, allowing people to ride bicycles and walk through the park area. I advised Shotwell to revise the earlier memo to leave all the existing sidewalks in place.

Definite concensus was that the lighting should be left in place.

Shotwell will continue negotiations with the contractor on this basis.

At this date approximately 30 test holes were made to determine the content of Harbor Drive. General finding was 4-7" of asphalt and 7" of concrete through the entire width of the section. It might be anticipated that the estimate for removal might exceed our earlier estimates; however, this is yet to be determined.

cc E. S. Hunter
H. S. Coulter
R. Shotwell

NOTED
H.S.COULTER

This is the latest

Counter

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

June 28, 1974

To: BOB SHOTWELL
Resident Engineer

SUBJECT: REMOVAL OF PAVEMENT FROM HARBOR DRIVE

From: R. N. BOTHMAN
Metropolitan Engineer

As we have discussed, please proceed to negotiate a price agreement for removal of all asphalt and concrete pavement and concrete improvements on Harbor Drive.

Due to the question of leaving some parking areas such as for the Hawthorne Bridge tendors and the sewer pumping plant employees as well as access roads to those two parking areas and to the sea wall for maintenance purposes, the best bet seems to be to obtain a unit price for removal of asphalt and concrete pavement.

In addition it will be necessary to provide for removal of curbs, walks, traffic islands, retaining walls, handrails, and fences; probably providing for linear foot unit price for curbs, handrails and fences, and cubic yard price for concrete and asphalt islands and retaining walls.

The material removed should be disposed of by filling in low areas such as adjacent to the old Journal Building site.

The old base rock, if there is any, can be left in place.

A necessary work item should be included to provide for a minimum amount of enbankment to provide for leveling.

The above initial work should be started as soon as possible after we go through the project with city representatives and negotiate a price agreement with the contractor.

A second stage to the project will provide for placing the topsoil and seeding, this work to be accomplished this fall prior to the planting season. Along with this second phase will be consideration for a

RECEIVED

See later memo to the File dated June 28, 1974

Office of Assistant State Highway Engineer

sprinkling system, lighting, etc., which will be determined at a later date and will be covered by an additional price agreement.

Some items discussed with current thinking were: 1) Provide for a parking area for the Hawthorne Bridge tendors with access from Jefferson adjacent to the sea wall; This will also provide access for city maintenance rigs in their snow removal as well as maintenance to the sea wall; 2) The Hawthorne Bridge ramp to Harbor Drive should be removed; 3) The depression next to the old Journal Building site should be filled in roughly level between the sea wall sidewalk and the old Journal Building site; 4) The handrail and wall adjacent to the sea wall sidewalk east of the Journal Building should be removed. The walls through this section on the east and west side of Harbor Drive should be knocked down sufficiently to allow for a reasonable cover over them in the leveling process; 5) The fence along the old Journal Building site should be removed, that fence on the west side of Harbor Drive; 6) Drainage will have to be adjusted (most of it I imagine will be abandoned) to provide for drainage from the low areas developed in the park replacing Harbor Drive to the river; 7) Initially we will provide for the lighting to remain in place; 8) We will provide for connections as requested by the city from Front Avenue to the sea wall. I would anticipate a minimum number of these perhaps one at Harbor Way mentioned above and one at Ash Street. Let's tentatively plan to remove other connections from Front to Harbor Drive; 9) Initially we will plan to leave all the east west walks,that being those connecting Front Ave. to Harbor Drive and Harbor Drive to the sea wall. Let's plan to remove the walks running north and south adjacent to Harbor Drive. The walks running north and south adjacent to the sea wall will be left in place, as well as the walks running north and south adjacent to Front Avenue; 10) Access to the pumping station should be determined as a random type lane from Ash Street leaving the existing Harbor Drive pavement in place;, 11) The base rock will be left in place.

Please negotiate as soon as possible a price agreement for the above removal items and prepare a estimate of the total cost for removal of those items.

Please prepare an estimate of costs for placing a sprinkling system in the Harbor Drive section, six inches of topsoil, and seeding and mulching.

pq

#7845

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 25, 1974

TO MEMO TO THE FILES

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT

On this date I advised R. N. Bothman to negotiate with the Harbor Drive contractor for the removal of all AC and concrete remaining on the project. The work would include leveling to some reasonable draining grade. The work is to be completed in time for seeding during the fall planting season.

A preliminary estimate for this work is about $230,000. Mr. Bothman will be reporting the results of his negotiations which will give a more firm cost.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
J. H. Versteeg
R. N. Bothman

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

	BEFORE	AFTER								
		TUES 5/28	WED. 5/29	THURS. 5/30	FRIDAY 5/31	____	____	MON. 6/3	TUES. 6/4	____
HARBOR DRIVE (N. of Main)	23,300	0	0	0	0			0	0	
FRONT AVENUE (Vic. of Couch)	11,500	8,200	8,400	8,700	9,100			8.800	9,100	
FRONT AVENUE (N. of Main)	9,000	24,700	24,600	24,700	25,700			24,700	24,200	
FRONT AVENUE (S. of Market)	5,800	12,400	12,500	12,600	13,000			12,800	13,000	
FIRST AVENUE (S. of Market)	10,000	9,700	10,000	9,300	9,900			9,600	10,100	
CLAY STREET RAMP	8,400	10,800	9,900	10,600	11,500			10,400	10,700	
MARKET STREET RAMP	3,000	7,600	8,000	8,200	8,400			8,300	8,100	
GRAND AVENUE (Vic. of Mill)	26,500	27,600	28,000	27,300	29,500			28,300	27,500	
UNION AVENUE (Vic. of Mill)	27,300	27,600	27,500	26,800	30,000			27,100	27,000	
STADIUM FREEWAY (Vic. of 1st)	54,800	56,300	58,100	58,500	64,000			57,300	56,800	
INDUSTRIAL OFF @ VAUGHN	19,000	21,000	21,800	21,100	21,500			20,700	20,200	
INDUSTRIAL ON @ THURMAN	17,600	18,500	18,700	18,100	19,800			18,400	18,600	
FREMONT BRIDGE	43,700	44,200	45,500	45,600	48,700			44,100	45,000	
STEEL BRIDGE	32,800	27,500	28,200	28,500	29,700			29,100	28,800	
MORRISON BRIDGE	38,700	39,800	39,200	39,100	42,600			39,200	38,900	
MARQUAM BRIDGE	74,000	77,500	78,300	78,900	86,400			78,200	77,800	

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

	BEFORE	AFTER TUES 5/28	WED. 5/29	THURS. 5/30	FRIDAY 5/31			MON. 6/3		
HARBOR DRIVE (N. of Main)	23,300	0	0	0	0			0		
FRONT AVENUE (Vic. of Couch)	11,500	8,200	8,400	8,700	9,100			8.800		
FRONT AVENUE (N. of Main)	9,000	24,700	24,600	24,700	25,700			24,700		
FRONT AVENUE (S. of Market)	5,800	12,400	12,500	12,600	13,000			12,800		
FIRST AVENUE (S. of Market)	10,000	9,700	10,000	9,300	9,900			9,600		
CLAY STREET RAMP	8,400	10,800	9,900	10,600	11,500			10,400		
MARKET STREET RAMP	3,000	7,600	8,000	8,200	8,400			8,300		
GRAND AVENUE (Vic. of Mill)	26,500	27,600	28,000	27,300	29,500			28,300		
UNION AVENUE (Vic. of Mill)	27,300	27,600	27,500	26,800	30,000			27,100		
STADIUM FREEWAY (Vic. of 1st)	54,800	56,300	58,100	58,500	64,000			57,300		
INDUSTRIAL OFF @ VAUGHN	19,000	21,000	21,800	21,100	21,500			20,700		
INDUSTRIAL ON @ THURMAN	17,600	18,500	18,700	18,100	19,800			17,400		
FREMONT BRIDGE	43,700	44,200	45,500	45,600	48,700			44,100		
STEEL BRIDGE	32,800	27,500	28,200	28,500	29,700			29,100		
MORRISON BRIDGE	38,700	39,800	39,200	39,100	42,600			39,200		
MARQUAM BRIDGE	74,000	77,500	78,300	78,900	86,400			78,200		

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

	BEFORE	AFTER							
		TUES 5/28	WED. 5/29	THURS. 5/30	FRIDAY 5/31	____	____	____	____
HARBOR DRIVE (N. of Main)	23,300	0	0	0	0				
FRONT AVENUE (Vic. of Couch)	11,500	8,200	8,400	8,700	9,100				
FRONT AVENUE (N. of Main)	9,000	24,700	24,600	24,700	25,700				
[illegible]NT AVENUE (S. of Market)	5,800	12,400	12,500	12,600	13,000				
FIRST AVENUE (S. of Market)	10,000	9,700	10,000	9,300	9,900				
CLAY STREET RAMP	8,400	10,800	9,900	10,600	11,500				
MARKET STREET RAMP	3,000	7,600	8,000	8,200	8,400				
GRAND AVENUE (Vic. of Mill)	26,500	27,600	28,000	27,300	29,500				
UNION AVENUE (Vic. of Mill)	27,300	27,600	27,500	26,800	30,000				
STADIUM FREEWAY (Vic. of 1st)	54,800	56,300	58,100	58,500	64,000				
[illegible]USTRIAL OFF @ VAUGHN	19,000	21,000	21,800	21,100	21,500				
INDUSTRIAL ON @ THURMAN	17,600	18,500	18,700	18,100	19,800				
FREMONT BRIDGE	43,700	44,200	45,500	45,600	48,700				
STEEL BRIDGE	32,800	27,500	28,200	28,500	29,700				
MORRISON BRIDGE	38,700	39,800	39,200	39,100	42,600				
MARQUAM BRIDGE	74,000	77,500	78,300	78,900	86,400				

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

	BEFORE	AFTER								
		TUES 5/28	WED. 5/29	THURS. 5/30	____	____	____	____	____	____
HARBOR DRIVE (N. of Main)	23,300	0	0	0						
FRONT AVENUE (Vic. of Couch)	11,500	8,200	8,400	8,700						
FRONT AVENUE (N. of Main)	9,000	24,700	24,600	24,700						
FRONT AVENUE (S. of Market)	5,800	12,400	12,500	12,600						
FIRST AVENUE (S. of Market)	10,000	9,700	10,000	9,300						
CLAY STREET RAMP	8,400	10,800	9,900	10,600						
MARKET STREET RAMP	3,000	7,600	8,000	8,200						
GRAND AVENUE (Vic. of Mill)	26,500	27,600	28,000	27,300						
UNION AVENUE (Vic. of Mill)	27,300	27,600	27,500	26,800						
STADIUM FREEWAY (Vic. of 1st)	54,800	56,300	58,100	58,500						
INDUSTRIAL OFF @ VAUGHN	19,000	21,000	21,800	21,100						
INDUSTRIAL ON @ THURMAN	17,600	18,500	18,700	18,100						
FREMONT BRIDGE	43,700	44,200	45,500	45,600						
STEEL BRIDGE	32,800	27,500	28,200	28,500						
MORRISON BRIDGE	38,700	39,800	39,200	39,100						
MARQUAM BRIDGE	74,000	77,500	78,300	78,900						

HARBOR DRIVE CLOSURE

MAY 23-24, 1974

	BEFORE	AFTER TUES 5/28	AFTER WED. 5/29
HARBOR DRIVE (N. of Main)	23,300	0	0
FRONT AVENUE (Vic. of Couch)	11,500	8,200	8,400
FRONT AVENUE (N. of Main)	9,000	24,700	24,600
FIRST AVENUE (S. of Market)	5,800	12,400	12,500
FIRST AVENUE (S. of Market)	10,000	9,700	10,000
CLAY STREET RAMP	8,400	10,800	9,900
MARKET STREET RAMP	3,000	7,600	8,000
GRAND AVENUE (Vic. of Mill)	26,500	27,600	28,000
UNION AVENUE (Vic. of Mill)	27,300	27,600	27,500
STADIUM FREEWAY (Vic. of 1st)	54,800	56,300	58,100
INDUSTRIAL OFF @ VAUGHN	19,000	21,000	21,800
INDUSTRIAL ON @ THURMAN	17,600	18,500	18,700
FREMONT BRIDGE	43,700	44,200	45,500
STEEL BRIDGE	32,800	27,500	28,200
MORRISON BRIDGE	38,700	39,800	39,200
MARQUAM BRIDGE	74,000	77,500	78,300

7845

FORM E 35

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

NOTED
H. S. COULTER

DATE May 23, 1974

TO MEMO TO THE FILE

ORIGINAL SIGNED BY R.N. BOTHMAN

RECEIVED
MAY 28 1974
Office of
Assistant State Highway Engineer

FROM R.N. BOTHMAN
Metropolitan Engineer

SUBJECT Harbor Drive Closure - Contract No. 7845

Closure of Harbor Drive will include closure of ramp providing for movement from the Hawthorne Bridge westbound to Harbor Drive and I-5 south.

Traffic westbound on Hawthorne Bridge will be signed with I-5 trailblazers to First St., south on First to Market where existing signing will pick up the traffic and divert it east on Market to I-5.

Another route will be signed with trailblazers and picking up southbound traffic on Union at Stephens, directing that traffic to 3rd Avenue, Division, 8th, Powell Blvd., Ross Island Br., and I-5.

Northbound traffic is currently signed from Union Ave. to the Morrison Bridge and I-5 north, also from Union Avenue to Broadway and I-5 north and south.

Route shields signing will be provided on the Morrison Bridge for westbound traffic directing them to Front Ave. via the Front Avenue ramp and south to I-5 at Market. This signing will be further investigated to check providing additional signing on the east end of the Morrison Bridge, pulling traffic from Grand Ave. to I-5 south via the Morrison Bridge. This will become the best route as opposed to utilizing the Hawthorne Bridge and will be accomplished as soon as time is available.

cc F.B. Klaboe
H.S. Coulter
E.L. Hardt
D.L. Peterson

sc/

FORM B-30 (REV. 10-69)

RECEIVED
COUNTY & CITY SECTION
APR 23 1974
☐ ENGR. ☑ C.&C. ☐ ☐ AE ☐ WE
☐ BPE ☐ CE ☐ ☐ ☐ RPE ☐

APR 22 1974
NOTED
H.S.COULTER
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

April 18, 1974

NOTED
H. S. COULTER

SUBJECT: STEEL BRIDGE - SW SHERIDAN
(FRONT AVENUE)
CONTRACT NO. 7845

To: H. S. COULTER
Assistant State Highway Engineer

Approved: 4/22/74
ASST. STATE HWY. ENGR.

From: R. N. BOTHMAN
Metropolitan Engineer

cy Cor
Bothman

I continue to have difficulties with the subject project, perhaps as a recent letter from Don Bergstrom phrased it "the haste to get the original contract out." In any case we have a project which will create a substantial impact, placing traffic now carried on both Harbor and Front onto Front Avenue. Bergstrom and I agree that every effort should be made to accommodate traffic on Front Avenue with whatever adjustments to the original plan we can come up with.

To do this the left turn movement was derived at Front & Market, adding approximately $30,000 to the contract cost.

Other minor changes have been numerous during the past two years this project has been underway.

Attached are two requests from the City through Don Bergstrom.

The first provides for removal of the traffic islands and striping on Front Avenue, removal of the parking on Front and restriping of a 4-lane boulevard-type system with a median. Although the present estimate of cost for this work is compensated by the reduction of bid items, I anticipate we could expend $5,000 before we are completed with the removal of the islands, curbing and backfilling other islands, removing striping, adjusting and patching catch basins on the gutter which are now depressed well below the existing pavement. I concur this is an excellend proposal and should be accomplished; I question whether it should be included in the subject project.

Bergstrom's second proposal requests the connection of the new signals on Front under the project to the CBD city computer. City estimates a cost of $2,250 for this. The City also requests an additional signal at Front & Stark at a cost of $3,368, with an indication that Bill Zerbes verbally agreed to do this work under a State Force Order. It is anticipated that these two signal additions could end in an additional cost of $10,000 -? (Apr. 13 weekly report shows +0.65%, Excl. PEngr)

At the present time we are approximately 2% over the project authorization of the project with a full summer's effort ahead which could further overrun engineering and generate additional work before the project is completed. While I agree that these recent additions proposed by Bergstrom are needed to complete the closure of Harbor and opening of Front, your approval to further overrun the project by $15,000 is needed if you feel the requested work is appropriate.

Project Authorization $1,893,435
$15,000 ≃ 0.8%

ar
Attachments
cc C. T. Keasey
R. E. Shotwell

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Portland, Oregon 97227

April 15, 1974

FROM:

SUBJECT: Signals
Steel Br. - S.W. Sheridan St.
Contract No. 7845

CE PE UE UE

METROPOLITAN ENGINEER

APR 16 1974

EP TE UE FILE T/A

TO: Mr. R.N. Bothman
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon 97213

I have enclosed a copy of a letter from the City of Portland Traffic Department.

The letter covers two different subjects.

1. Connection of their computer system cable to our new traffic signals.
2. Installation of an additional signal at Stark & S.W. Front.

The first item was called to my attention about 2 weeks ago, by the City Traffic Department. I told them at this time that I had no knowledge of any responsibility the Highway Department had to extend their computer system to the new signals. It would seem that theCity should assume this responsibility in that its their special benefit, has been installed for them and is not necessary for the operation of these signals.

Item 2 was brought up at the start of this project. As I recall Bill Zirbes agreed that due to the changing traffic pattern on Front Ave. that signals were required at Stark St. and had been overlooked by the Highway Department

Your review and decision on these items would be appreciated.

Robert E. Shotwell
Resident Engineer

RES:rsr

CC: Files.

RECEIVED
COUNTY & CITY SECTION
APR 23 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

April 10, 1974

METROPOLITAN ENGINEER
APR 16 1974

Mr. Robert E. Shotwell
Oregon State Highway Division
1101 N. Russell Street
Portland, Oregon 97227

Re: Harbor Drive Closure - Contract No. 7845
New Intersections at 1st and Ash, Front and Ash, 1st and Couch - Revisions at Front and Stark

Dear Mr. Shotwell:

In conjunction with the construction of the new signals being installed under the Steel Bridge-S.W. Sheridan Street project listed above, we find no provision has been made for connection to the C.B.D. computer or our downtown master interconnect system.

The construction plans show the necessary 10/C #14P.C. master interconnect cable and 6 pr. #22P.C. computer cable installed between a manhole and the controller at each of the three intersections; however, it will be necessary to pull the connecting cables from their nearest accessible terminus to the manholes shown. These cables are in P.G.E. ductways and must be pulled by P.G.E. or its contractors. Four (4) blocks of cable pulling is involved in connecting Ash Street at 1st and Front. The P.G.E. estimate for this work is $1,650. Three (3) blocks of cable pulling is required to 1st and Couch Street which is estimated at $600.00. A plan of P.G.E.'s duct facilities and interconnect routing is enclosed.

1650
600
2250

RECEIVED
COUNTY & CITY SECTION
APR 23 1974
ENGR. COOR. UE AE UE
UPE CE RE RPE

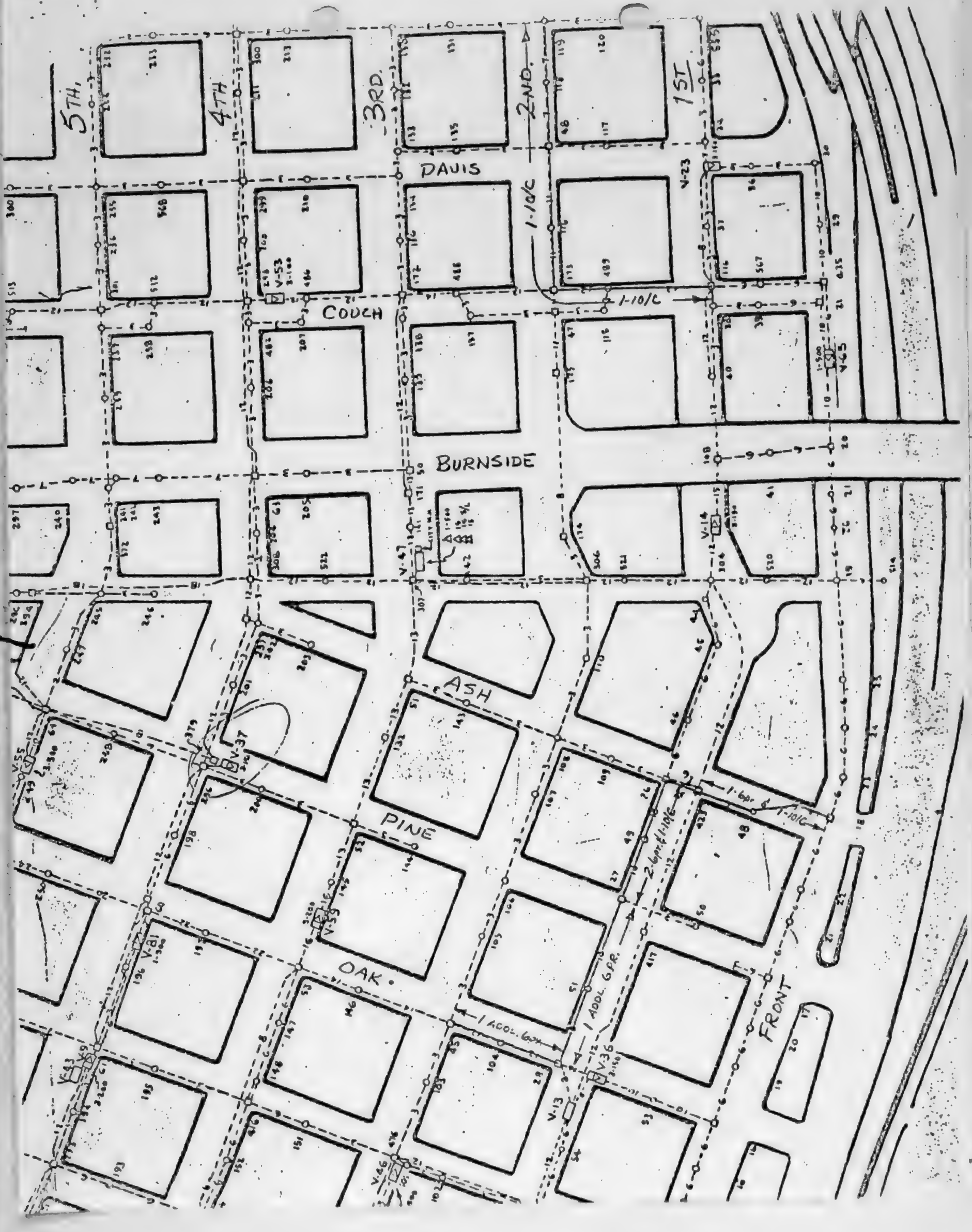
Also enclosed is the estimate and signal plan of the revisions required at S.W. Front and Stark Street. This intersection was overlooked in the haste to get the original contract out, and the city verbally agreed to do this work under a force account number when required in the construction schedule. Bill Zirbes' office contacted us originally and the required revisions are marked in Red for your information.

Perhaps both the P.G.E. underground cable pulling and the signal revisions at Front and Stark could be handled by the same force account, not to exceed the $3,368.00 estimated. In any case, the new signals cannot be turned on until interconnected to the existing C.B.D. system.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

RVS:ba
Encls. PGE Plan
PL-5-052
Estimate


5TH.
4TH
3RD.
2ND.
1ST
DAVIS
COUCH
BURNSIDE
ASH
PINE
OAK
FRONT
I-10/C
I-10/C
I-6pr & I-10/C
2-6pr & I-10/C
I ADDL 6PR
I ADDL 6PR
V-53
V-23
V-45
V-47
V-14
V-55
V-37
V-58
V-81
V-43
V-36
V-13
V-46

CITY CREW INSTALLATION 1/22/73

ESTIMATE FOR INSTALLATION OF

TRAFFIC CONTROL SIGNAL

AT

S.W. FRONT AND STARK ST.

	LABOR + EQUIPMENT	MATERIAL
INSTALL 1-2 POINT SIGNAL SPANS	51.00	11.69
INSTALL 1 SIDEWALK JUNCTION BOXES	61.00	35.00
INSTALL 100 FT OVERHEAD CABLING	79.99	29.99
INSTALL 10 FT UNDERGROUND CONDUIT	65.99	2.50
INSTALL 10 FT UNDERGROUND CABLING	5.49	2.99
INSTALL 2 VEHICLE SIGNAL HEADS 8- 8- 8	51.00	135.44
INSTALL 1 ILLUMINATED SIGNS	25.50	105.38
INSTALL 1 ISLAND LIGHTS	25.50	74.18
TOTAL MATERIAL		397.19
TOTAL LABOR AND EQUIPMENT	365.49 -	365.49
TOTAL MATERIAL, LABOR AND EQUIPMENT		762.69
+10 PERCENT OVERHEAD		76.26
TOTAL ESTIMATE FOR INSTALLATION		838.96
ENGINEERING		278.69
TOTAL ESTIMATE		1117.65

PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

March 22, 1974

ENGINEER
MAR 23 1974

Mr. Robert Bothman, Metro Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: S.W. Front Avenue Channelization with Harbor Drive Closure

Dear Mr. Bothman:

Present construction plans for the closure of Harbor Drive include some revisions to the median in S.W. Front Avenue.

The City has included in it's Control Strategy Plan to meet air quality standards the prohibition of parking on both sides of Front Avenue. We have therefore revised the existing striping and channelization and recommend the lane designation and median revisions as shown on the plan submitted with this letter. Our initial proposal is to maintain the median, where it does not exist today, in paint only. Future plans by the City will determine its final configuration.

Let's get together and discuss this proposal and how the work should be accomplished. At the same time we can discuss the section south of Jefferson Street.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

MJM:ba
Encl. Plan 22-c-2

3-26 Disc w/Hilton
est. Joint Plan Forest.

4-4 Disc w/RNB
Met w/Res+City

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

March 29, 1974

NOTED
H. S. COULTER

SUBJECT: STEEL BRIDGE - SW SHERIDAN ST. - HARBOR DRIVE SECTION PACIFIC HIGHWAY WEST

To: L. E. GEORGE
Traffic Engineer

ORIGINAL SIGNED BY R.N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

Approval has been received for modification of the Steel Bridge - SW Sheridan Street - Harbor Drive Section of Pacific Highway West to provide for a left turn refuge for southbound traffic at Market Street.

Attached is a copy of the plans approved by the City of Portland, P.D.C. and the Highway Division.

Also attached is a copy of the sign revisions required to sign the left turn refuge at Market. Due to the extensive revision of signs on this project, attempting to fit that signing into the waterfront development program of the City and the urban renewal development of P.D.C., there have been a number of signs fabricated by the contractor which are not called for with our present sign plan. Peterson will provide the layout of the additional signs indicated on the attached plan, utilizing the surplus panels from previous revisions.

Also corrected on the attached sign plans are sign revisions on the north end of the project relating to the deletion of the Couch Street signal previously approved by the Highway Division and the City of Portland.

Although the attached plans have undergone extensive negotiations with the City of Portland and P.D.C., I would introduce any comments you might have relative to the attached revisions.

ar

Attachments

cc H. S. Coulter
C. T. Keasey
R. E. Shotwell

RECEIVED
APR 1 1974
Office of
Assistant State Highway Engineer

7845

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

NOTED
H. S. COULTER

DATE February 26, 1974

TO ROBERT SHOTWELL
Resident Engineer

NOTED
H. S. COULTER

FROM ALLAN C. HARWOOD
Metro Construction Engineer

SUBJECT STEEL BR.-SHERIDAN ST. SECTION
CONTRACT NO. 7845

Some time back, Portland Community College requested in a letter to Mayor Goldschmidt a portion of the Columbia St.-Harbor Dr. Structure remain in place. The plan for leaving any part of the structure in place has now been discarded. Removal of the structure is to be carried out as planned.

pq

cc F. B. Klaboe
H. S. Coulter
C. T. Keasey

K

FEB 27 1974

Office of
Assistant State Highway Engineer

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

February 15, 1974

METROPOLITAN ENGINEER
RECEIVED
FEB 25 1974
NW AME AME NOE NOE NTE

R. N. Bothman
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon

Re: Madison to Harborway Pier Ramps

Dear Bob:

On January 14, Fred Klaboe wrote a letter to Neil Goldschmidt requesting a decision on the removal of the Madison Street pier ramps. As you may recall, the original decision to remove these ramps was delayed in order to permit the City to give careful consideration to the potential for public/private usage of the piers undergirding these ramps. In specific, President Amo DeBernardis of Portland Community College requested that an effort be made to perserve these piers for possible use in conjunction with future development for the Marine Technology Program. No other specific proposals have been suggested.

In a conversation with Dr. DeBernardis earlier this week, he stated that the recent developments in connection with the Oregon International Center and the Waterfront in general make future development of Portland Community College facilities in this area highly unlikely. He still feels, however, that it might be wise to save the piers (cut off to about piling-height).

This office, as directed by the Mayor, has studied this situation and is in agreement that the Oregon State Highway Division should remove the Madison to Harborway ramps and piers. This decision is based on the facts that:

1) There are no proposed uses for either the ramps or piers nor does it appear that any proposals will be forthcoming.

2) The piers were designed to support the ramps and there is no indication that they will be suitable to any use which may be proposed at a future date.

3) The piers could detract from the aesthetic impact of the area during the period until a decision is made to utilize or remove them.

I would like to thank you and your office on behalf of the City of Portland for your consideration and patience in this matter. I assume that your plans call for removal of these ramps in the very near future. Please let me know if there is anything I can do to avoid any further delay.

Sincerely yours,

Gary E. Stout
Administrator

GES/gr

cc: Neil Goldschmidt
Fred B. Klaboe
Amo DeBernardis
John Osborn
Frank Ivancie
Al Benkendorf

7845

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

RECEIVED
STATE HWY ENGR
FEB 25 74
REFER TO
al-Stout
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAR 5 1974
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

February 15, 1974

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

R. N. Bothman
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon

Re: Madison to Harborway Pier Ramps

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This office, as directed by the Mayor, has studied this situation and is in agreement that the Oregon State Highway Division should remove the Madison to Harborway ramps and piers. This decision is based on the facts that:

1) There are no proposed uses for either the ramps or piers nor does it appear that any proposals will be forthcoming.

2) The piers were designed to support the ramps and there is no indication that they will be suitable to any use which may be proposed at a future date.

3) The piers could detract from the aesthetic impact of the area during the period until a decision is made to utilize or remove them.

I would like to thank you and your office on behalf of the City of Portland for your consideration and patience in this matter. I assume that your plans call for removal of these ramps in the very near future. Please let me know if there is anything I can do to avoid any further delay.

Sincerely yours,

Gary E. Stout
Administrator

GES/gr

cc: Neil Goldschmidt
Fred B. Klaboe
Amo DeBernardis
John Osborn
Frank Ivancie
Al Benkendorf

- 7845

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE January 10, 1974

TO MEMO TO THE FILE

NOTED
H. S. COULTER

ORIGINAL SIGNED BY R.N. BOTHMAN

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT STEEL BRIDGE - SW SHERIDAN STREET
CONSTRUCTION SCHEDULE - HARBOR DRIVE CLOSURE

Reviewed the anticipated schedule for closure of Harbor Drive and diversion of traffic to Front Avenue with Shotwell and advised Bergstrom of the following.

The anticipated completion date of the southbound section of the Front Avenue connection from the Steel Bridge is February 1, The south connection from Front to Harbor should be completed April 15; the southbound traffic could be diverted that date.

The connection from the Steel Bridge to Front Avenue northbound is anticipated to be May 1. With approximately one week of good weather for paving, the northbound traffic could be diverted over the Clay Street ramp to Front Avenue perhaps by February 1.

In conclusion it is anticipated that both north and southbound traffic could be diverted to Front Avenue and Harbor Drive closed by May 1. Bergstrom was advised that our present anticipated date is June 1, giving us a 30-day contingency period. He will so advise the Rose Festival Committee, further advising them that the final determination for the date of opening will be May 1.

ar

cc H. S. Coulter
Robt. Shotwell

RECEIVED
JAN 11 1974
Office of
Assistant State Highway Engineer

7845

December 24, 1973

City of Portland
City Hall
Portland, Oregon

5 i

12-17-73

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and AGREEMENTS No. 4272

Gentlemen:

Attached for your records are fully executed copies of a maintenance agreement concerning closure of Harbor Drive and the routing of highway traffic along Front Avenue (Pacific Highway West).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn

Att. (2)

cc H. S. Cox (agree. att.)

December 12, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Maintenance Agreement
Steel Bridge-Sheridan Street Section
Pacific Highway West, No. 1W (Front Avenue)

An agreement has been negotiated with the City of Portland concerning the closure of Harbor Drive and the routing of highway traffic along Front Avenue.

The agreement stipulates that the State shall maintain the surfacing from curb to curb (including paint striping to delineate traffic lanes), and shall maintain medians and left-turn refuges. They shall also furnish, erect and maintain directional signing, perform sanding operations as required, and plow snow to a berm in the center of the street. A frontage road (Harbor Way) is to be transferred to City jurisdiction. The City is to perform street cleaning operations, maintain the storm sewer system, continue to maintain and pay the cost of the electrical energy consumed by illumination units, and remove the snow berm left by the State.

This matter will be presented for your consideration at the December 19 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
R. L. Schroeder
H. S. Coulter
L. H. Young
D. H. Mechring
J. H. V[illegible]steeg
J. B. Boyd
H. S. Cox
R. N. Bothman
L. W. Rulien
Gary Sund
R. E. Whipps

mcm/ejt
cm

7845

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE August 24, 1973

TO WALT HART
BRIDGE ENGINEER

NOTED
H. S. COULTER

FROM R. N. BOTHMAN ORIGINAL SIGNED BY R.N. BOTHMAN
METROPOLITAN ENGINEER

SUBJECT

I have concurrence from the City of Portland and from L. E. George to proceed with the attached sign revisions on the Steel Bridge-S. W. Sheridan Street Project, Contract 7845.

Please provide the required sign layout detail in order that I can proceed with the revision indicated on the attached plan.

The sign structures will be requested as required by Bob Shotwell, Resident Bridge Engineer.

I might point out that of prime concern is reduction of the number of and size of signs on this project, consistent with the fact that the section is becoming a City street-type facility on the Portland waterfront. The layout of the signs should be done in light of the minimum size sign which will provide adequate service to this type of facility. This has been considered in the revisions which I have approved.

I would appreciate if you would expedite this request due to the timing involved and the need to advise the contractor on the changes.

cc H. S. Coulter
L. E. George
C. T. Keasey
Robert Shotwell

RECEIVED
AUG 27 1973
Office of
Assistant State Highway Engineer

Enc

slh

7845

Clay & Market St Widening
P.S.U.

July 26, 1973

The Honorable Neil Goldschmidt
Mayor of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Neil:

Reference is made to your request that we take no action on tearing down the Madison to Harborway ramp piers until your agencies have had time to thoroughly review the situation.

This request causes us no problem as long as the review can be made and your recommendation presented to us in six weeks to two months.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

bc: George M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
Robert Bothman

THE CITY OF
PORTLAND
OREGON
NEIL GOLDSCHMIDT, MAYOR

OFFICE OF
THE MAYOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

July 6, 1973

Mr. George M. Baldwin
Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

Re: Madison to Harborway Pier Ramps

Dear George:

President Amo De Bernardis of Portland Community College has proposed to the Council on his behalf and that of his students that an effort be made to preserve the piers undergirding the above mentioned ramp in order that they might be used to support a building. The building could be offices for the Portland Community College Marine Program, a restaurant or some other public facility.

The important point I wish to make is that it is the Council's feeling we should not tear them down at least until they have been carefully looked at for the purposes suggested or perhaps some other public use. I recognize you already have a contract to tear them down, so our review must be immediate and quick.

I am referring Mr. De Bernardis' suggestion to the Planning Commission, Bureau of Public Works, Fire Bureau and the Development Commission for their reivew and comment, along with a picture of their model which I have also enclosed for your information.

I would appreciate hearing from you about this as soon as possible. Thanks very much.

Sincerely,

Neil Goldschmidt

NG:pjr
cc: City Planning Commission
Bureau of Public Works
Fire Bureau
Portland Development Commission
City Council

RECEIVED
JUL 10 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7845

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

RECEIVED
U. S. COURTS

METROPOLITAN ENGINEER
RECEIVED
JUN 7 1973
ME AME AME MOE MDE MTE

DATE June 7, 1973

TO MEMO TO THE FILE

FROM ROBERT N. BOTHMAN
Metropolitan Engineer

SUBJECT Front Avenue, Harbor Drive Closure

Con. 9-1-2 Harbor Dr.

Discussed with Alan Webber the agreement to be consumated with the State and City for utilization of the property lying between Front Avenue and the River and the Steel Bridge and the Hawthorne Bridge.

The project has been turned over to him from Frank Ivancie who was working on the agreement and from Lloyd Anderson who was working on the R/W map. In the first case, Ivancie was working through the County-City Section of the Highway Division, Lloyd Anderson was working through the Metro Section of the Highway Division.

Reassignment of responsibilities in the City has now placed this project under the direction of the Mayor who has delegated the responsibility to Alan Webber.

Apparently Ivancie and the Mayor are "turned on" by the proposal of the Community College to utilize a portion of the Clay Street ramp for a dock and classroom facility. This is what had activated the agreement which has been sitting idle since the reassignment of duties.

In fact, Alan Webber was not aware of the agreement. He had received the R/W map and property descriptions prepared by Lou Grothaus which I had transmitted to Bill Dirker only yesterday. Therefore, although the reassignment in duties had been made, the preliminary work was still in the hands of Anderson and Ivancie.

RECEIVED
JUN 8 1973
Office of
Assistant State Highway Engineer

I advised Alan Weber that the steps necessary on this project are to consumate the agreement. I advised him I could see no problem with the use of the Clay Street ramp for some type of a public facility, if that were the City's choosing. This would appear compatible with the Front Avenue project. I did advise him that I thought the hangup with the agreement, which amounted to several drafts previous to February of this year, evolved around the use of the Journal Building site purchased with BOR money for some type of commercial development.

cc Schroeder
Coulter
Cox

I advised Alan Webber I would need some type of firm commitment from the City on which to act in order to modify our contract if the City were desirous of retaining some portion of the Clay Street ramp which protrudes into the Willamette River for future development.

Alan Webber advised that the next step would be to have the Community College present their presentation for their bicycle barge dock facility to the City Council after which he would be in touch with me.

rr

78457

5

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N. E. GLISAN STREET PORTLAND, OREGON 97213 PHONE: 229-6971

June 1, 1973

MR. AMO DE BERNARDIS
President
Portland Community College
12000 S. W. 49th Avenue
Portland, Oregon 97219

Representatives from the Highway Division listened to the proposal for a public and marine technology center utilizing portions of the Clay Street ramps with interest Thursday.

There appears to be no problem with the possibility of retaining the pilings under the Clay Street ramp or portions of the ramp for a Portland Community College facility insofar as the present construction project.

Should the Community College pursue this proposal, it should be through the City of Portland. The City of Portland will be given the responsibility of development of the area affected by the closure of Harbor Drive.

R. W. BOTHMAN
Metropolitan Engineer

RWBirr

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter

RECEIVED
JUN 5 1973
Office of
Assistant State Highway Engineer

PROPOSAL FOR A PUBLIC

AND

MARINE TECHNOLOGY CENTER

Portland Community College

May 31, 1973

Submitted to:

Dr. Amo DeBernardis, President, Portland Community College
L. John Lipney, Department Chairman, Transportation Coordinator, Engineering Technologies Head, Marine Technology

Instructor: Dean N. Morrison, Professional Engineer

Civil Engineering Technology Project Engineering Class:

D. R. Alexander
R. J. Gilman
R. B. Phillips
L. Sedlak
K. R. Shumway
R. M. Strubel
H. Thomas

Acknowledgements for aiding in the project:

Gerald Hawks, Instructor, Drafting Technology
Michael Hutchinson, Student, Drafting Technology
S. K. Wheeler, Student, Drafting Technology

Purposes:

The objects of this project were these:

1. Design a tug facility that would serve these needs of the Marine Technology Department:

   a. Covered work area into which the tug could be placed

   b. Provide maintenance and classroom capacities

2. Provide a practical problem to which students in the Civil Engineering Technology Department could apply some of the knowledge acquired in school.

3. Provide a facility that would accomodate some of the water oriented sports in Physical Education.

4. Create a proposal that would make some use of the Columbia Street Overpass in the event it proved feasible to save portions of the structure. It should be noted here the structure is to be removed entirely when the Fremont Bridge opens in November.

Background:

1. Area of Study:

   a. Approximately 2 acres

   b. Boundaries are these:

      From the south end of the seawall (near Hawthorne Bridge,) on a line extending the alignment of the seawall south to the Harbor Patrol facilities, then westward up the river bank to the top of bank, then northward back to end of seawall.

2. Title:

   a. Present owner of ground, including the submerged portion and the dry land portion, is the City of Portland

   b. There is a 35' easement across this property to accomodate the overpass structure. The Oregon State Highway Department holds this easement

   c. OSHD holds title to the structure, though the structure will cease to exist after about December 1973 if present plans are followed

3. Demolition: To be accomplished by Donald Drake Co. which currently hold a contract for removal of overpass to the river bottom.

4. Present Tenants:

   a. Portland Police, Harbor Patrol Division

   b. Public in the form of a public dock facility

   c. Portland Community College which has tied their tugboat of the Marine Technology Department

   d. OSHD

PCC PROPOSAL FOR REMOVAL OF OVERPASS

The overpass and its accessories to be removed entirely with the following exceptions:

1. Spans 5 and 6 to be left intact
2. Bents 4, 5, and 6 to be left intact
3. Inward or land side column of Bent 3 to be left intact; all other portions of Bent 3 to be removed

PCC PROPOSAL FOR REMOVAL OF EXISTING DOCK FACILITIES

1. Remove all present walkways
2. Remove all single piling
3. Remove Harbor Patrol floating offices
4. Leave intact the piling dolphin

PCC PROPOSAL FOR REMODELING REMAINING PORTIONS OF STRUCTURE

1. Span 4---Utilize the existing highway superelevation ed deck to create a large lecture room with a sloping floor to elevate spectators

2. Span 5---Place a "wedge" on the highway super to provide a horizontal floor space

3. Bents 4, 5, and 6---Place a superstructure former on each of these bents

4. Place a flat roof over the three superstructure formers: this roof is to serve also in the capacity of a deck

5. Erect a second story structure on top of the roof

6. Useable area resulting from remodeling:

   a. 9,800 square feet enclosed

   b. 5,200 square feet open

   c. 15,000 square feet total

PCC PROPOSAL FOR TUG SHELTER

The tug shelter is designed primarily to serve the requirements of the Marine Technology Department. These are the required essentials of the shelter:

1. Interior overhead crane system
2. Open-ended on both ends
3. Easy access to tug even in inclement weather
4. Capacity for maintaining tug under all conditions of weather

Aside from these requirements, the shelter could easily be made to serve these needs of the public:

1. Flat top could serve as observation platform: access arranged from shore
2. Additional boat landing area on riverside of shelter

The location of the tug shelter is not definitely recommended although the best position appears to be against the seawall. Stairway arrangements would depend somewhat upon location, but interior or exterior stairs could be easily accomodated to the structure.

Analysis of frames is included in the Enclosures Section.

PCC PROPOSAL FOR PUBLIC DOCK

1. Two floating platforms to be provided which would be held in place by a guiding system attached to the columns in Bents 4, 5, and 6

2. Area of platform under Span 4 = 3,000 square feet
   Area of platform under Span 5 = 2,600 square feet
   Total = 5,600 square feet

3. Construction of platforms would be of steel and in compliance with requirements of U.S. Coast Guard

4. Walkramps to shore are Bow String Trusses; analysis is included in Enclosures Section

5. Stairway from ramps to upstairs structure would be included

6. Connecting ramp between platforms would be included

PCC PROPOSAL FOR PEDESTRIAN AND BICYCLE BARGE

Purposes:

1. Provide an alternative to the automobile for people to enter and leave the core area.

    a. Encourage people to walk or ride bicycles into town by making it convenient to do so

    b. Utilize the Willamette River as a transportation system

    c. Provide the public with an accessible ride on the beautiful Willamette River

2. Provide a means whereby students could take an active part in a system designed to decrease automobile traffic.

    a. The Marine Technology students would be called upon for these duties:

        1. Operate PCC tug under the direction of a qualified captain
        2. Crew the operating requirements imposed by the barge

    b. Interested students from any discipline at PCC could help man the barge and shore stations. A stewardess contingent could aid passengers or serve coffee

3. Provide a source of revenue whereby service could earn back the money to pay those individuals working within it. Also pay for operating expenses of tug and equipment. In other words, to pay for itself.

4. Provide a system for an economic study to see if this type of river transport is economically feasible. It is quite possible this system could fit into the operations of Tri-Met.

PCC PROPOSAL FOR PEDESTRIAN AND BICYCLE BARGE (continued)

Points of Service:

1. At the beginning, it is recommended only one shore station be established between Sellwood Bridge area and the facilities at foot of Columbia Street.

2. Following this, Milwaukie would be a logical place next to serve.

3. Simple ramp structure supported by single piling rows.

Barge:

1. Envisioned as vee-hull about 85 feet long with beam of about 30 feet; Spoon Bill Bow.

2. Surplus from some source.

3. Modified to suit USCG requirements.

4. It should be noted that "turn around time" could be reduced by:

   a. Two barges (letting load and unload proceed without having tug wait)

   b. A system of quickly connecting and unconnecting the tug and barge

5. Accomodate 100 people and bicycle mix.

$$\frac{\text{2000 sq. feet of useable deck area}}{\frac{\text{20 square feet}}{\text{person}}} = \text{100 persons}$$

Columbia Street Service Point:

1. Within walking distance of downtown.

2. Tri-Met could possibly provide a short haul passenger service for less mobile people; electric powered vehicle pulling a train of cars.

RECOMMENDATIONS

These recommendations are based upon the supposition that this program will gain the support needed to bring it into being.

1. Fund a CE Tech. survey party (students) to work this summer to provide this information:

   a. Precise water depth study of area; with low water conditions this year, this information is valuable

   b. Precise contour map to 2' contour intervals

   c. Seek out and design a landing near Oaks Park-Sellwood Bridge area

2. Fund an analysis of the proposed modification of the Columbia Street Overpass to insure that longitudinal stability is inherent after disconnection with shore. Possibly OSHD would be receptive to doing this.

3. Fund a person or persons to these tasks:

   a. Seek the funds required to put the PCC tug into satisfactory condition to perform passenger moving duties

   b. Seek surplus barge

4. Intercede immediately the OSHD contract to Donald Drake Company for the demolition of the Columbia Street Overpass.

5. Create a committee to direct the activities required to bring this program into being. This committee would be a consortium of interested private individuals and public agencies.

CONCLUSIONS

1. Columbia Street Overpass Structure

   a. Structure Strength

      1. Bents are extremely powerful, both in footings and columns
      2. Deck is four feet thick, hollow section, continuously poured over Bent 5 with an expansion connection at Bent 4. Deck and Bent 6 are continuous

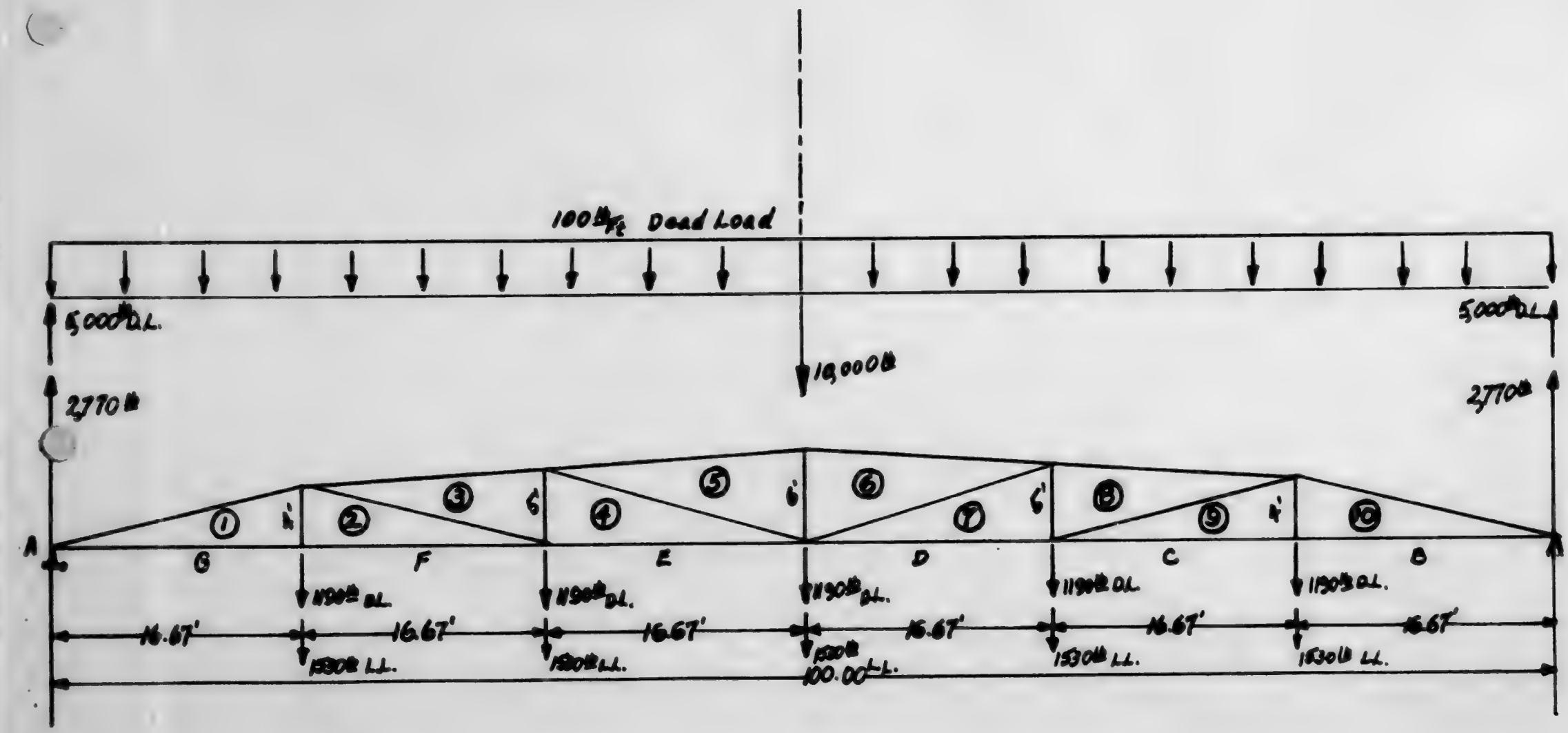
   b. Probably, the strength in this structure is way beyond that required by the use being proposed, or even foundations for most commerical buildings

   c. The Columbia Street Overpass is too valuable an asset to be destroyed; it is fitting to make use of this sturdy foundation by converting it into a useful public facility. Cost of a replacement foundation would be enormous.

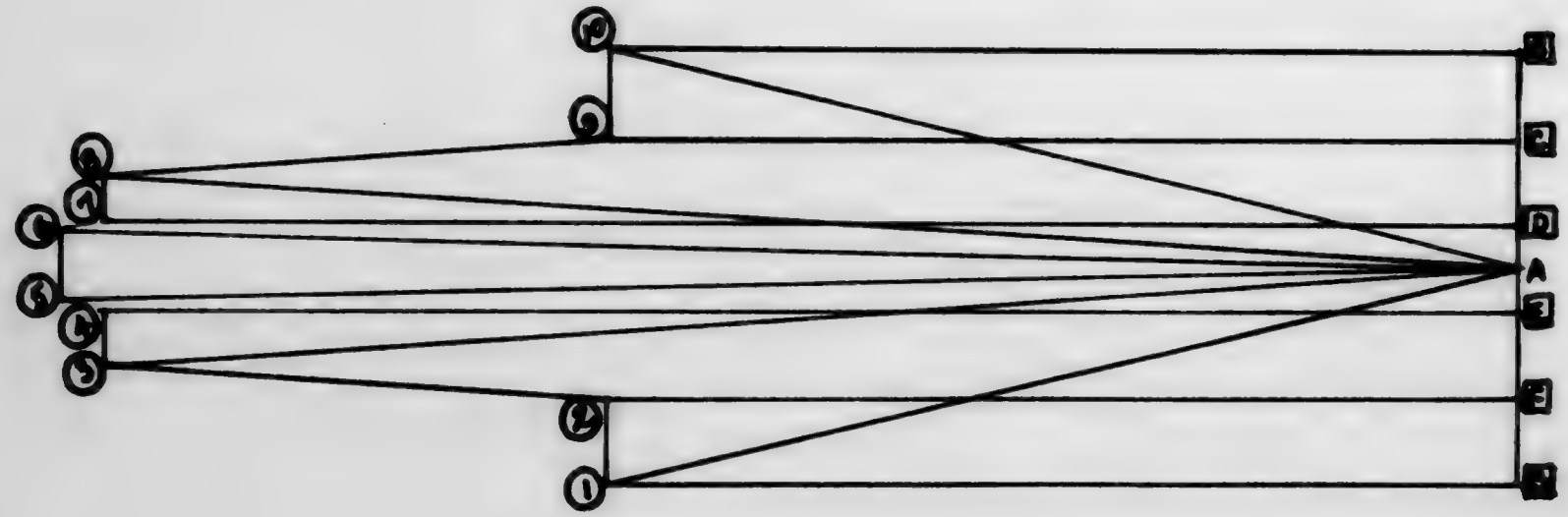
2. It is time to bring the Willamette River into the transportation system.

3. Let students be a part of the drive to help people decrease their dependence upon the automobile.

4. With a transportation system as proposed, Portland will be a major center to train people in the operation of maritime equipment with the use of a constantly active tug.

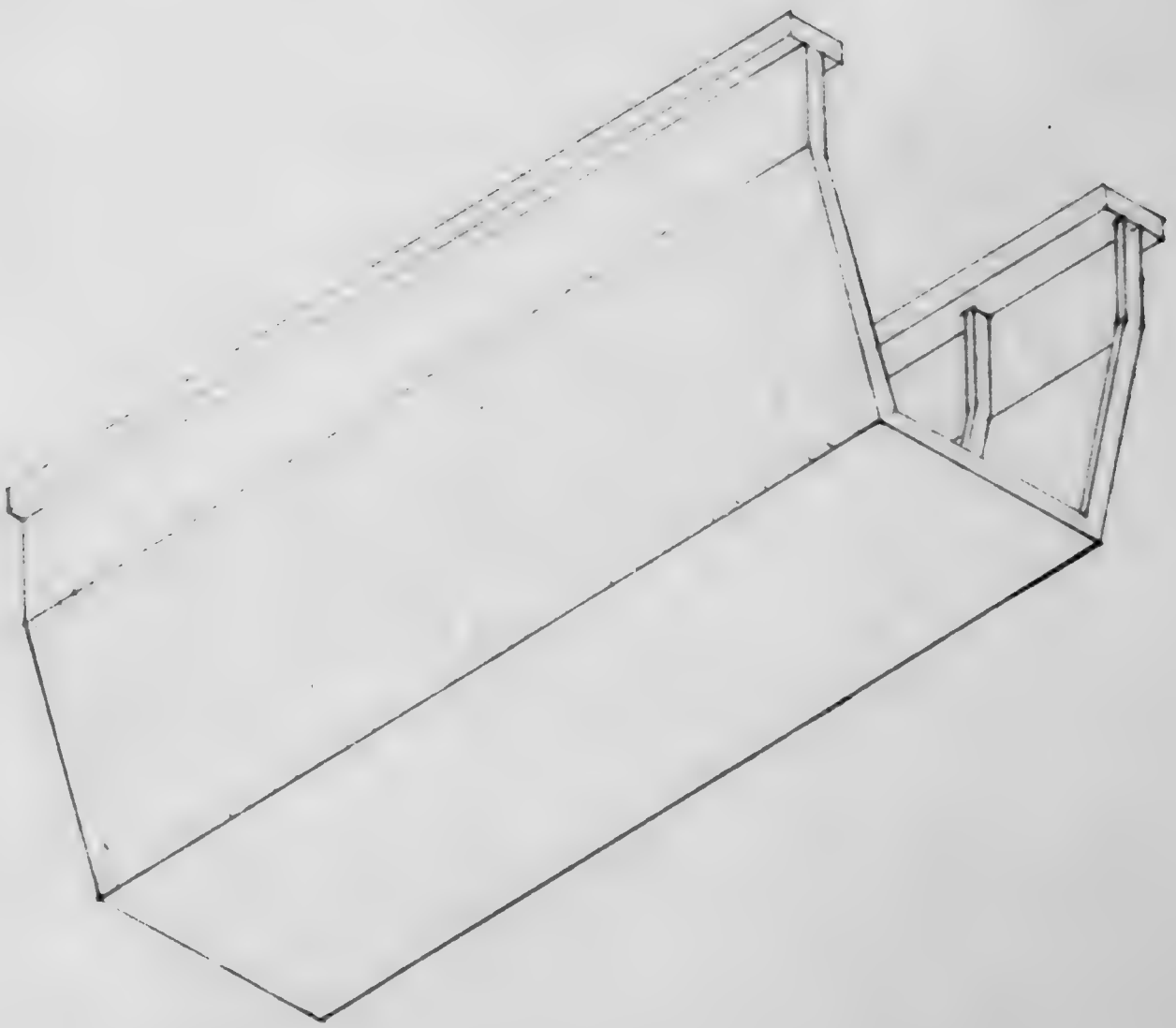

100 lb/ft Dead Load
5,000 lb D.L.
5,000 lb D.L.
18,000 lb
2770 lb
2770 lb
A
G
F
E
D
C
B
1190 lb D.L.
1190 lb D.L.
1190 lb D.L.
1190 lb D.L.
1190 lb D.L.
16.67'
16.67'
16.67'
16.67'
16.67'
16.67'
1530 lb L.L.
1530 lb L.L.
1530 lb L.L.
1530 lb L.L.
100.00 lb L.L.

A-1	16638	C
G-1	16256	T
1-2	1530	T
F-2	16256	T
2-3	8989	C
A-3	25245	C
3-4	995	T
E-4	25250	T
4-5	775	C
A-5	26010	C
5-6	1225	T
A-6	26010	C
6-7	775	C
D-7	25250	T
7-8	995	T
A-8	25245	C
B-9	8989	C
C-9	16256	T
9-10	1630	T
A-10	16638	C
B-10	16256	T



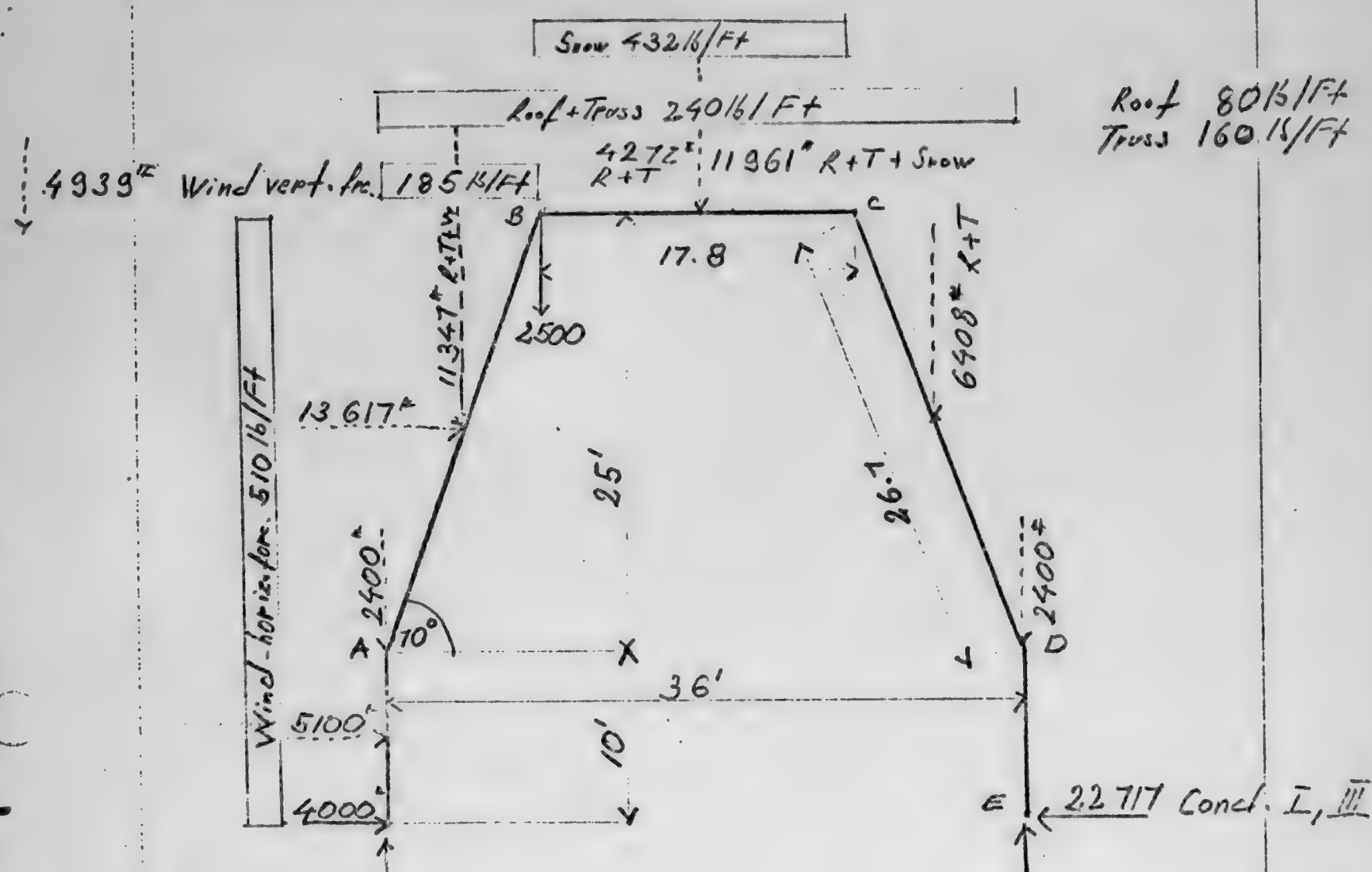
K.R. SHOMWAY

PR[illegible]LTER



Lester K. Sedlak 1/3

Load diagram



Cond. I	Wind Snow load	11750#	25266#
Cond. II	no wind no snow no load	10944#	10944#
Cond. III	wind no snow no load bump →	6037#	20780#
Cond. IV	no wind snow load bump ←	16654#	15414#

Condition I

$$\Sigma F_V = 0 = 2400 + 11347 + 11961 + 6408 +$$
$$+2400 + 2500 - 11750 - 25266 = 0$$

$$\Sigma F_h = 0 = 13617 + 5100 + 4000 - 22117 = 0$$

Cond. II

$$\Sigma F_V = 2400 + 6408 + 4272 + 6408 + 2400 -$$
$$- 10944 - 10944 = 0$$

No horizontal forces

Cond. III

$$\Sigma F_V = 2400 + 11347 + 4272 + 6408 + 2400 - 6037 - 20790 =$$
$$= 0$$

$$\Sigma F_h = 13617 + 5100 + 4000 - 22717^{\#} = 0$$

Cond. IV

$$\Sigma F_V = 0 =$$
$$-21888 + 7680 + 2600 - 16654 - 15419 = 0$$

$$\Sigma F_h = 0 = 4000 - 4000 = 0$$

Cond III

$$\Sigma M = 0$$

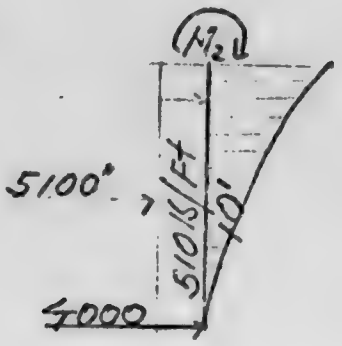
$$\Sigma M_E = 21888 \times 18 + 4939 \times 31.45 - 13617 \times 22.5$$
$$-5100 \times 5 - 36 R_1 = 0$$
$$= 393\,884 + 155\,347 - 306\,382 - 25000 = 36 R_1$$

$$\frac{217\,349}{36} = R_1 \qquad \underline{R_1 = 6037^{\#}}$$

$$\Sigma F_V = 0 = 21888 + 4939 - 6037 - 20790 = 0$$

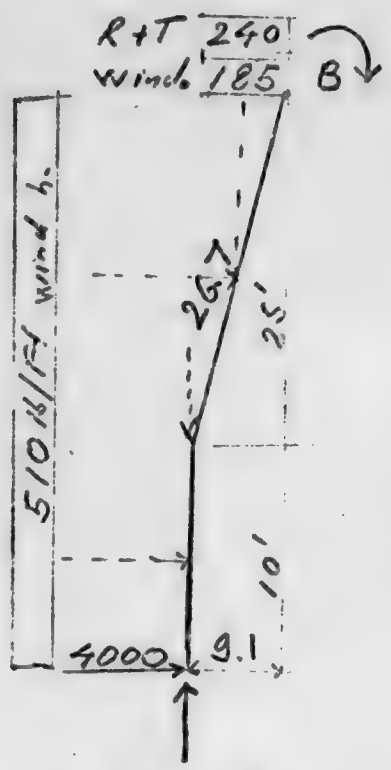
$$R_2 = 20790$$

Cond. III



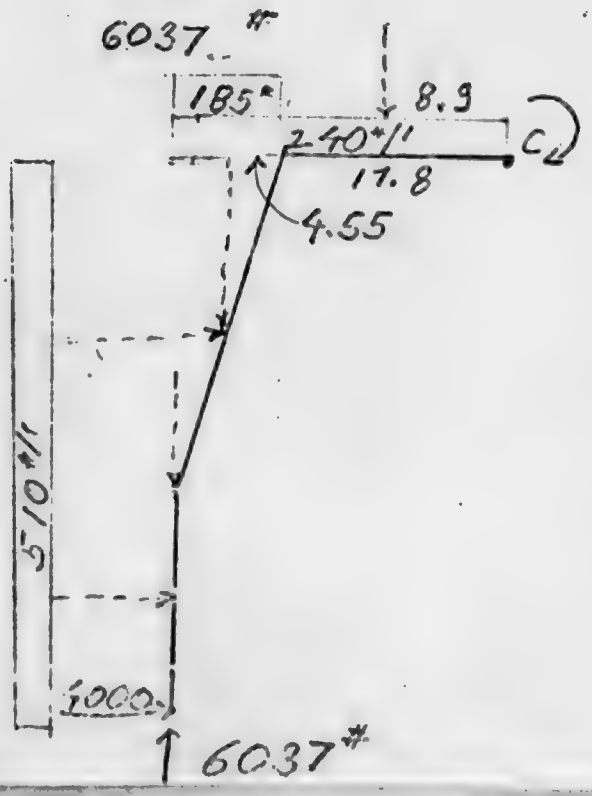
$$\Sigma M_2 = 4000\times10 + 5100\times5$$
$$= 40\,000 + 25\,500$$
$$= \underline{65\,500\ Ft\text{-}\#}$$

Cond. III



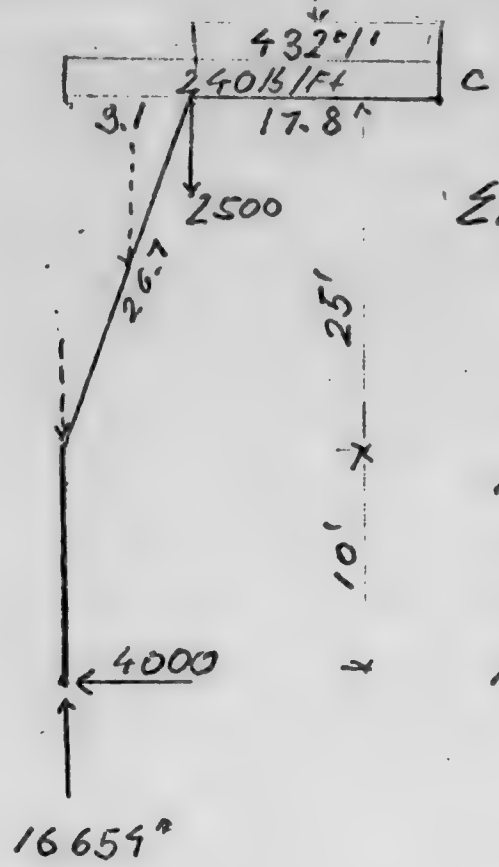
$$\Sigma M_B = (425\times26.7)4.55 + (510\times26.7)12.5$$
$$+2400\times9.1 + 5100\times30 + 4000\times35$$
$$-6037\times9.1$$
$$= 51600 + 170212 + 21840 + 153000$$
$$+140000 - 54936$$
$$= +481\,716\ Ft\text{-}\#$$

Cond. III



$$\Sigma M_C = (240\times17.8)8.9 + (425\times26.7)22.35$$
$$+(510\times26.7)12.5 + 2400\times26.9$$
$$+5100\times30 + 4000\times35 - 6037\times26.9$$
$$= 38020 + 253\,616 + 170\,212 + 64560$$
$$+153000 + 140000 - 162\,395$$
$$= +657003\ Ft\cdot\#$$

Cond. IV



$$\Sigma M_c = (672 \times 17.8)\,8.9 + (240 \times 26.7)\,22.35 + 2400 \times 26.9 + 2500 \times 17.8 - 4000 \times 35 - 16654 \times 26.9$$

$$M_c = 106452 + 143218 + 64560 + 44500 - 140000 - 447992$$

$$M_c = -229262 \text{ Ft-lb}$$

Cond. III

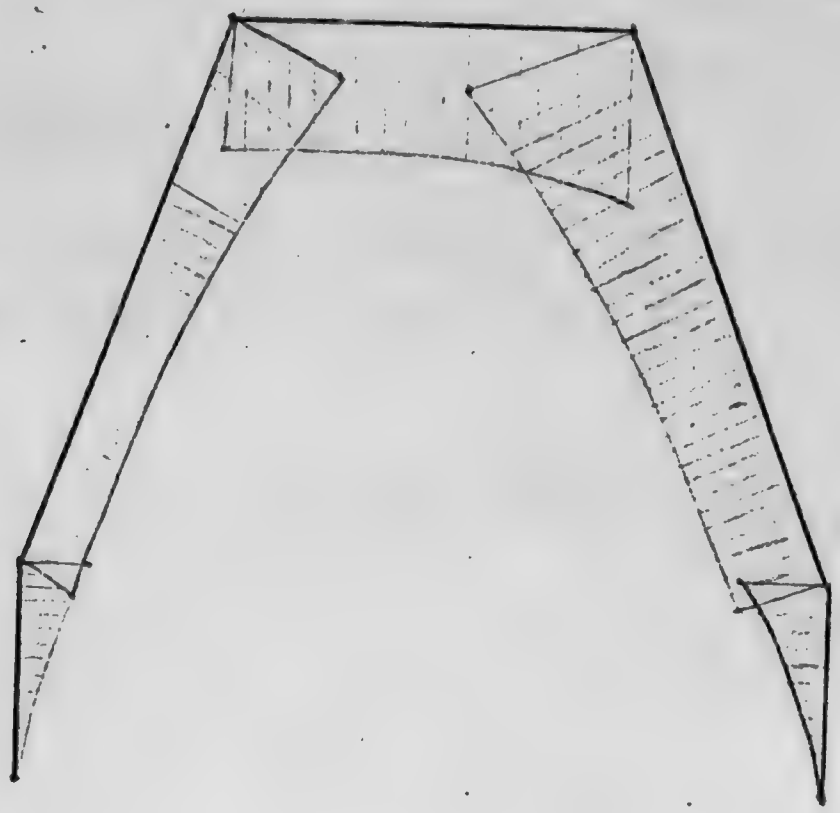
$$M_f = 22717 \times 10 = +227177 \text{ Ft-lb}$$

$$M_{max} M = 657003 \text{ Ft-lb}$$

$$Z = \frac{M}{S} = \frac{657003 \times 12}{20000} = 394.2 \text{ in}^3 < 413.5 \text{ in}^3$$

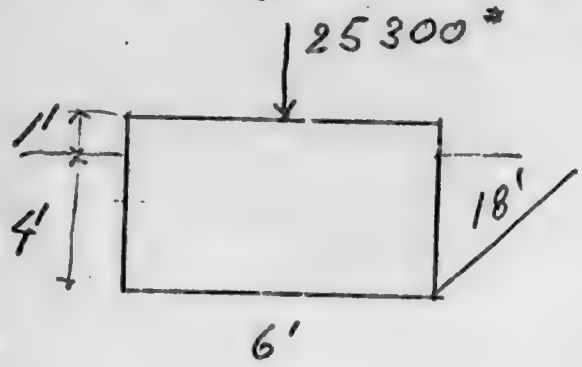
24 WF 160

Moment diagram



Floating chambers

Cond. I



$6 \times 18 = 108$

100 lb/Ft = 1800
+ 25300
27100 lb : 62.4
= 434 Ft³ : 108
= 4' under water
1' above

Cond. II

1800
11000
12800 : 62.4 = 205 : 108 = 1.89 ≅ 2' under water
3' above

Correspondence concerning leaving
of pants in place?

With Scott Coulter
Oct 26 1972
Letter from Baldwin
to DeBernardis advising
would undertake an Engr. Study

No problem with Engineering

FORM S-W

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7845

DATE December 13, 1972

TO Mr. H. S. Coulter
Metropolitan Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Steel Bridge-S.W.Sheridan Street
(Harbor Drive)
Pacific Highway West
Contract 7845

NOTED
A. E. JOHNSON

Attached is drawing TES 2602 showing traffic signal revisions which complement the revised grading and signing plans for this project. The enclosed estimate indicates a revision cost of $4,100. Please initiate a price agreement to cover this work.

RWE:dh
Attachment

cc A. E. Johnson
Robert Shotwell /w/ attach.
J. H. Wood
R. J. Wright

RECEIVED
DEC 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV - 1972
FOR FILING

7845

November 9, 1972

Lord Brothers Contractors, Inc.
437 N. Columbia Blvd.
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on October 31, 1972, accepted your proposal for work on the Steel Bridge-S.W. Sheridan Street (Harbor Drive) Section of the Pacific Highway West in Multnomah County for the sum of $1,662,554 and referred it to the Administrator of Highways with authority to award the contract as soon as necessary right-of-way is acquired and approval of CRAG AND DE[illegible] is received.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7845.

Enclosed are three copies of this contract. Two of these copies of this contract should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin after the Fremont Bridge is opened.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland
C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart - Assume you will notify contractor when he may proceed with work when bridge opened as called for in
Wm. Geibel
H. S. Coulter
Robert Shotwell

RECEIVED
DEC 19 1972
FOR FILING

50

10-31-72

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 7, 1972

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

7845

MISC. CONTRACTS and AGREEMENTS No. 43772

SUBJECT: Letter-form Agreement
Harbor Drive Closure (99W)
Pacific Highway West, No. 1W
City of Portland

Dear Mr. Green:

Attached hereto are two conformed copies of an agreement covering construction, exchange of properties, adjustment of utilities, rerouting of the Pacific Highway West (99W), and maintenance responsibilities for subject project.

Advance copies of this agreement were forwarded to you under the date of October 18, 1972.

Please give this matter your consideration and, if your concurrence is required, notify this office and certified copies will be presented for the proper signatures.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

MCH:ljt

Att.

cc: R. L. Schroeder
L. H. Young
L. I. Lindas
C. W. Head

NOTED
C. W. HEAD

50

10-31-72

November 6, 1972

City of Portland
City Hall
Portland, Oregon 97204

Attention: Lloyd Anderson
Commissioner of Public Works

Gentlemen:

Attached for your records are two fully executed copies of a supplemental agreement pertaining to the Steel Bridge-Sheridan Street Section (Harbor Drive closure) of the Pacific Highway West.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 19, 1972

TO Oregon State Highway Commission
ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement, City of Portland**
Harbor Drive Closure

AGENDA
ITEM
50

At the October 31 meeting there will be presented to you for consideration and approval an agreement with the City of Portland pertaining to the Steel Bridge-Sheridan Street Section of the Pacific Highway West, generally referred to as the Harbor Drive Closure.

City and State have previously executed various agreements regarding this matter. This agreement provides certain conditions which are required in order to do the work necessary to effect closure of Harbor Drive and the rerouting of Pacific Highway West.

Under date of September 26, 1972, I wrote to you regarding the finance approval for this project, estimated to cost $1,795,000, with bids to be accepted at the October 26 letting.

Your approval and authorization to contract and to execute this agreement are hereby requested.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
C. T. Keasey
F. L. Hall
V. E. Skoog
H. S. Cox
H. S. Coulter
Gary Ross
Gary Sund

DNH:mm dps

NOTED
C. W. HEAD

(A)
3 COPIES TO BE SIGNED
By Secretary

Date November 6, 1972

TO: The Commissioners

FROM: John B. Kenward

Commission Reports & Documents No. 72-237

SUBJECT: Permit of Entry - State Highway Department
Front Avenue and Harbor Drive Temporary Modifications
Blocks 111 and 112

Ed Hunter, Assistant State Highway Engineer, State Highway Department, advised our staff Friday that in order to award the contract for work required for closure of Harbor Drive, the State would require assurance from the Commission that the contractor would be able to proceed.

The Commission received construction and signing plans from the Highway Department August, 1972 and responded to this submission by letter September 27, 1972 to George Baldwin, State Highway Engineer, outlining necessary coordination within the urban renewal area. The Commission staff has since met with Highway Department officials, the Commission's Design and Transportation Consultants, City Engineer, Traffic Engineer and Waterfront Consultant. Based on requests of our staff, the Highway Department has submitted revised drawings dated October 27, 1972, received by the Commission October 30, 1972.

On October 9, 1972, the City Council approved execution of an agreement with State Highway Department authorizing actions and assigning responsibilities necessary for the construction to proceed.

State Highway Department plans have provided for the minimum feasible amount of reconstruction of Front Avenue and Harbor Drive to accomplish the closure of Harbor Drive at the time of the opening of the Fremont Bridge.

Plans

The basic elements of the plans include the following:

1. Roadway and right of way widths and lane widths
   These have been reviewed by and have the approval of the City and the Commission Design and Transportation Consultants and staff.

2. Street Lighting
   These have been coordinated with City Lighting Engineer and the Commission staff and consultants. Sufficient street lights (9) have been purchased previously by the Project to extend the lighting system which exists south of Market on Front, north from Market to Jefferson -- to be installed by the City.

3. Traffic Signals

The State, at the request of the City and Commission, is to provide mast arm signal devices consistent with those used throughout the South Auditorium area.

4. Signing

This has been reviewed by the Commission's consultants and staff and the City Traffic and Signing Engineers and it is strongly felt that signing will be excessive -- see reviews on file.

5. Landscaping not as yet prepared or studied by State

A substantial amount of landscaping will be required to match existing, to provide temporary maintained ground cover and to continue street tree planting program. At the Commission's request, the State has widened their Front Avenue right of way to provide for a 5' planting strip on the east side of Front for landscaping and street trees.

6. Sidewalks

The State, at the Commission's request, allowed for the construction of 15' sidewalks on the west of Front Avenue between Jefferson and Clay. Portland Commons architects feel this modification can be accommodated. Sidewalks other than those along Front Avenue should be studied along with landscape plans and not constructed until those plans are approved.

Scheduling - A schedule for work will not be availabile until a preconstruction conference is held next week. The Highway Department has received bids for Front Avenue construction and is prepared to award a contract as soon as they have a permit to use the property.

Property Transfer - (See legal descriptions on file)

Disposition	10,644 sq. ft.
Temporary easement	10,006 sq. ft.
Permanent easement	97 sq. ft.

RECOMMENDATION:

1. Authorize Executive Director to advise Highway Department of the Commission's willingness to grant permit of entry on such terms as Commission deems appropriate.

2. Direct Executive Director to negotiate purchase price for subject property.

3. Direct Executive Director to insure that plans submitted to the Commission by the State for approval receive the approval of appropriate City Departments before issuance of Commission approval.

_____
Executive Director

ACTION:

RECEIVED
OCT 25 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7845

DATE October 19, 1972

RECEIVED
OCT 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TO Memo to the Files:

FROM A. D. Olson
Preliminary Design Engineer

SUBJECT Harbor Drive Closure
Steel Bridge-S.W. Sheridan Street Section
Pacific Highway West
Multnomah County

A meeting was held in Mr. Hunter's office on October 6 with Mr. Jim Robertson, Portland Development Commission, to discuss the details of design of Front Avenue from Jefferson Street to Market Street.

RECEIVED
STATE HWY ENGR
OCT 24 72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Of particular concern were:

1) Provision for lighting along the east side of Front Avenue which would be compatible with the existing lighting in the adjoining area.

2) Provision for a future 15' sidewalk on the west side of Front Avenue from Jefferson Street to Clay Street.

3) Study of the signing for minimizing size and number of signs.

Mr. Robertson was advised that the City Lighting people would be contacted in regard to the lighting along Front Avenue, and that the centerline would be moved east 3' from Jefferson to Clay Street and tapered back in at Market Street to allow them to build a 15' sidewalk from Jefferson to Clay, provided they check out the matter with the City and advise us that the revision is desired. A set of plans were provided to him for further study and discussion with the City.

NOTED
F. B. KLABOE

Since the meeting Mr. Dixon, our lighting specialist, has contacted the City Lighting people and was advised that they had the necessary special light fixtures in stock, and they would take care of the matter rather than get involved in our contract.

Route to Klaboe for info

NOTED
E. S. HUNTER

I contacted Mr. Robertson by phone on October 13 and he advised me that the matter of widening to a 15' sidewalk had been discussed with the City but he had no answer. He asked that the sidewalk on the east side from Jefferson Street to Market Street be revised to a 5' planting strip and a 7' sidewalk to match the area to the south. I advised him that this would be done.

I contacted Mr. Robertson by phone on October 17 and he advised me that the 15' sidewalk had been cleared and we should revise our plans and the right of way to reflect the 3' move to the east and the revision in sidewalk design. I advised him this would be done and we would send him revised plan sheets when available. No work will be done on the west side of Front at this time and we have, in effect, a 6' offset from running lane to curb for the two blocks, tapering to Market Street.

To date there has been no further contact by the Development Commission in regard to the sign messages or sizes and no revisions have been made to either the signs or supporting members. Their earlier request for use of bronze color on sign structures will be honored. Mr. Christianson, Bridge Section, is to refer this through the Metro Division for determination of details.

ADO:jc

cc: E. S. Hunter
H. S. Coulter
Frank Terpin
Duane Christenson
Robert Dixon

DEFILED

FOR FILING

OREGON STATE HIGHWAY DIVISION

7845

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 19, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement, City of Portland**
Harbor Drive Closure.

At the October 31 meeting there will be presented to you for consideration and approval an agreement with the City of Portland pertaining to the Steel Bridge-Sheridan Street Section of the Pacific Highway West, generally referred to as the Harbor Drive Closure.

City and State have previously executed various agreements regarding this matter. This agreement provides certain conditions which are required in order to do the work necessary to effect closure of Harbor Drive and the rerouting of Pacific Highway West.

Under date of September 26, 1972, I wrote to you regarding the finance approval for this project, estimated to cost $1,795,000, with bids to be accepted at the October 26 letting.

Your approval and authorization to contract and to execute this agreement are hereby requested.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
C. T. Keasey
F. L. Hall
V. E. Skoog
H. S. Cox
H. S. Coulter
Gary Ross
Gary Sund

DNH:mm dps

RECEIVED
OCT 1972

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE October 3, 1972

TO File 7845

FROM Tom Edwards
State Highway Engineer

SUBJECT Telephonic Approval

On this date, Chairman Jackson gave telephonic approval of the following:

Contracting the project for the Steel Bridge-S.W. Sheridan Street (Harbor Drive) Section, Pacific Highway West, Multnomah County, using State Construction Funds.

Ski area snow removal agreements for eight areas:

Mt. Ashland
Bachelor Butte
Hoodoo
Lake of the Woods
Multorpor
Timberline
Tomahawk
Warner Canyon

Award of demolition contract to Heard Construction Company on the NE Sandy-NE Glisan, NE Glisan-SE Division Sections, East Portland Freeway, Multnomah County, Contract 21-1.

Award of demolition contract to Heard Construction Company on the SE Division-SE Foster Section, East Portland Freeway, Multnomah County, Contract 21-2.

These items will appear on the agenda for confirmation at the October 31 Commission meeting.

cc George M. Baldwin
C. W. Head
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Skoog
H. S. Cox
R. N. Bothman
D. H. Moehring
Gary Ross
Gary Sund

(ms)

RECEIVED
SEP 27 1.
FOR FILING

OREGON STATE HIGHWAY DIVISION

7845

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE **September 26, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Project Finance Approval**
Steel Br.-S. W. Sheridan St. (Harbor Dr.) Sec.
Pacific Highway West, Multnomah County

Plans are completed for the subject project and preparations are proceeding for an early contract letting which will permit the closure of Harbor Drive. The public hearing was held in the Portland Civic Auditorium, January 14, 1971. Final agreements are being consummated with the City of Portland.

As you are aware, the final closure is contingent upon traffic transfer from Harbor Drive to Front Avenue keyed upon the opening of the Fremont Bridge complex and the completion of the project in question.

The proposed project estimated to cost $1,795,000 is being readied for an October 26 bid letting. I recommend this project and request your authorization to contract with State Construction Funds.

This matter will be on the agenda for your confirmation at the October 31 meeting.

cc: C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Skoog
H. S. Cox
Gary Ross
Gary Sund

BG:bb dps

Hwy 1W5
Portland

FOR FILING

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION 5821 N. E. GLISAN PORTLAND, OREGON

7215

September 22, 1972

Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

I am attaching hereto a letter form agreement to implement part of the work necessary for closure of Harbor Drive, the subject of previous agreements. Earlier agreements of September 6, 1972 and subsequent modifications should be destroyed.

This has been thoroughly discussed with your people, and I hope that this meets with your approval. If at all possible, would you process this and return to me by the end of the month based on our proposed acceptance of bids at the October letting.

It is my understanding that concurrence to these stipulations is necessary before the right-of-way agreement implementing Paragraph 3 of the stipulations between the City and the State can be made.

H. S. COULTER
Metropolitan Engineer

HSC:cw
cc: F. B. Klaboe
E. S. Hunter
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
SEP 26 1972
ENGR. COOR. OE AE UE
UPE CE RE PPE

NOTE
9-29-72
Per Bill Dirker (City) he informs me that City Engr. wants minor change in agreement. They will make change & present to Council probably on 10-5-72. Dirker said he cleared this with Coulter - I informed Hunter 10 Am 9-29-72.
Dm H.

10-2-72
Hunter informs me as of this date we do not have CRAG or DEQ approval, as City etc!?
Dm H.

OREGON STATE HIGHWAY DIVISION

Sept. 22, 1972

HIGHWAY BUILDING SALEM, OREGON 97310

City Council
City of Portland
City Hall
Portland, Oregon 97204

Attention: Mr. Lloyd Anderson
Commissioner of Public Works

RE: Construction Stipulations
Steel Br - Sheridan St Sec.(Harbor Drive)
Pacific Highway West, No. 1W

Gentlemen:

The City and State entered into an agreement dated May 21, 1968, and subsequent agreements, in particular one dated November, 1971, pertaining to the acquisition, studies, etc., of the Old Oregon Journal Building (Market Building) vicinity adjacent to Harbor Drive and Front Avenue within the city of Portland.

The last agreement in November, 1971, following passage by the City Council of Ordinance 133562, passed on November 3, 1971, called for the closure of Harbor Drive. In order to do the work necessary to result in closure of Harbor Drive and the rerouting of Pacific Highway West, there are certain conditions and provisions that should be agreed to between the City and the State. These conditions and provisions are as follows:

1. State shall prepare all plans for relocation of Harbor Drive, let and award contracts, and supervise all relocation, demolition, or construction work of said projects.

2. State shall relocate and construct Harbor Drive, Pacific Highway West (Ore.99W) at sole expense to State, and, upon completion of construction, thereafter maintain this as a State highway through the City, particularly as outlined under various Oregon Revised Statutes, including ORS 373.020. Said route of Pacific Highway West shall utilize SW Front Avenue lying between NW Couch Street and SW Sheridan Street, as well as the Steel Bridge connecting ramps.

3. City shall relinquish to State all City's right, title, interest, jurisdiction, control, and maintenance on those portions of lands lying between the curb lines of the relocated Front Avenue plus such additional lands as needed for the construction and maintenance of said project.

4. The disposition of all City and State lands lying between the relocated Front Avenue and the west bank of the Willamette River will be the subject of future negotiation. Special attention will be made in those negotiations for the possible need of a 60 foot (more or less) strip of land for maintenance of the harbor wall.

5. City and State agree that State shall bear the cost of any and all utility facility relocation work or adjustments on the utilities applicable in regard to the relocation and/or construction of Harbor Drive (Ore. 99W). All utility relocation work or adjustments not needed for the project shall be at the discretion and/or expense of the party holding title to said property or lands.

6. City and State agree that the City shall obtain the State's concurrence and/or approval of any future utility installations within the rights-of-way of the project.

7. City and State agree to the proposed plan and purpose of the basis for this agreement and further agree that the portion of SW Harbor Drive lying basically between the Steel Bridge and SW Sheridan Street, including certain connections thereto, shall be closed to all vehicular traffic. Said streets, roads, connections, etc., to be closed are approximately as shown on the attached Exhibit A colored green. Provisions shall be made to provide the City access for maintenance purposes to points on the west bank of the Willamette River as follows: the Ankeny pumping station, the harbor wall near SW Oak Street extended, the harbor wall southerly of the Morrison Bridge near SW Alder Street extended and the harbor wall southerly of the Hawthorne Bridge.

8. City and State agree that prior to construction of the structure necessary for connecting the Steel Bridge to Front Avenue, the foundation elevations will be reviewed by the City Engineer's office to determine any possible conflict with future projects. Other construction details as appropriate will also be reviewed by the City as needed.

Please give this proposal your consideration. If the above-referred-to provisions are acceptable to the City, please indicate approval by appropriate signatures in the space provided below and return four copies for the State's consideration and approval. Upon execution by appropriate officials, two copies will be returned to the City of their permanent records.

We trust this document will meet with your approval and wish to express our appreciation for your consideration, cooperation and concern.

Very truly yours,

GEORGE M. BALDWIN
Administrator of Highways

by

H. S. COULTER
Metropolitan Engineer

CITY OF PORTLAND

By_____ By_____

HSC:cw
9/22/72

RECEIVED
SEP 20 1972
FOR FILING

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REFERRED TO
Admin.
BY SECRETARY

NPPND-MI-P

12 September 1972

RECEIVED
STATE HWY ENGR
SEP 15 '72
REFER TO
FOR
Info | Ltrs | R/D | D/R | Tran | | File

7845

Oregon State Highway Division
Highway Building
Salem, OR 97310

cy - 6.) Hunter (w/dwg)
Frank Hall
W. J. Ernette
9-19-72

Gentlemen:

Thank you for your letter of 25 August 1972 requesting permission to remove the structure which supports the interchange loop over the Willamette River at the Foot of S. W. Sheridan Street in Portland.

The Portland District, Corps of Engineers, will have no objection to the removal of this structure as stated in your letter, provided that:

1. All debris will be disposed of on land in such a manner that it cannot enter into the waterway.

2. Care will be taken to prevent any petroleum products, chemicals, or other deleterious materials from entering the water.

3. All areas along the bank disturbed or newly created by the activity will be seeded, riprapped, or given some other equivalent type of protection against subsequent erosion.

4. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

5. That the piers be removed to the extent and elevation indicated in red on the attached Drawing Numbered 11565.

NOTED
E. S. HUNTER

Sincerely yours,

NOTED
A. E. JOHNSON

A. J. HEINEMAN
Chief, Navigation Division

Incl
As stated

9-19
cy to FBK

RECEIVED
SEP 14 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
SEP 1 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 29 1972
FOR FILING

7845

August 25, 1972

District Engineer
Department of the Army
Portland District Corps of Engineers
P. O. Box 2946
Portland, OR 97208

Dear Sir:

Steel Bridge-S. W. Sheridan Street
(Harbor Drive) Section
Pacific Highway
Multnomah County
Bridge No. 7879

The Oregon State Highway Division plans to receive bids for a removal of a section of Harbor Drive between the Steel Bridge and S. W. Sheridan Street in Portland, Oregon, as indicated on the attached hearing map.

This work will include removal of a structure which supports an interchange loop over the Willamette River at the foot of Columbia Street. Specifications for this project will require that the structure be removed from the river down to the streambed.

Your approval of the structure removal work in the river is hereby requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
Walt Hart
Frank Hall
H. S. Coulter

RWE:ag ja

RECEIVED
MAR 28 1972
FOR FILING

7B15

March 27, 1972

Mr. Earl Bradfish
Public Affairs Coordinator
Department of Public Affairs
City Hall
Portland, Oregon 97204

Mr. Donald C. Jeffery
Senior Deputy City Attorney
City Hall
Portland, Oregon 97204

Gentlemen:

As requested, the following information is supplied concerning the use of federal funds in acquiring properties along Harbor Drive from the Steel Bridge to Southwest Sheridan Street.

A search of our records indicates that federal-aid funds were not utilized in acquiring properties on this section prior to February, 1957. At that time, federal-aid interstate funds were used to acquire a number of properties from Southwest Montgomery Street-Southwest Sheridan Street under Federal-Aid Project No. I-5-6(2)297, and these properties are as outlined in red on the enclosed portion of our right-of-way map 7B16.3.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosure
George M. Baldwin
bc Tom Edwards
F. B. Klaboe
D. G. Talbot
L. H. Young
Scott Coulter

CL:dg: ajw

RECEIVED
MAR 24 1972
FOR FILING
7275

Salem, Oregon
March 21, 1972

Mr. L. H. Young
Programing Engineer

Federal-Aid Funds in Properties
Along Harbor Drive Acquired
1940-1948

The City of Portland is making a study of its ownerships and has been alerted that where federal-aid funds have been used in acquisition, there are some requirements in property use that do not apply to other areas.

Donald Jeffery, Senior Deputy City Attorney; and Earl Bradfish of Commissioner Ivancie's office, have requested that they be advised which properties, if any, from the Steel Bridge to Sheridan Street may have been acquired with federal-aid funds.

Please provide this material as promptly as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Tom Edwards
F. B. Klaboe
D. G. Talbot

7846 Ava Ave.-E. Burnside St. (Gresham) 1972
Sec. of Mt. Hood Hwy. in Gresham
(Grading, paving, & traffic sig.) #2

CqA 4274 - 7-28-71
CqA 3604 - 7-22-71
CqA 4988 - 6/24/74

#7846

July 22, 1977

City of Gresham
City Hall
Gresham, OR 97030

Attention: Mr. Burke Raymond
City Manager

MISC. CONTRACTS and
AGREEMENTS No. 3664

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning payment of the City of Gresham's share of costs for construction of the Ava Avenue-Burnside Street Section of the Mt. Hood Highway in Multnomah County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

tkr

Attachment

bc: Don Harwell (agreement attached)

7546

June 9, 1977

City of Gresham
City Council
City Hall
150 W. Powell Boulevard
Gresham, Oregon 97030

Attention Mr. Burke Raymond, City Manager

Gentlemen:

Financial Arrangements
Cooperative Construction-Finance Agreement
Ava Avenue-E. Burnside Street
Mt. Hood Highway No. 26

Reference is made to the various correspondence and our meeting and discussion on Wednesday, June 8, 1977, regarding your financial obligations for the Powell Boulevard project. To accommodate the City in this venture, the State will revise the City payment schedule.

Pursuant to the agreement of December 17, 1968, various amendments and supplements shall remain in full force and effect and apply with like force and effect, except that the payment schedule shall be revised on the basis of a current final cost of $3,531,740.49 with balance owed by City to be $271,259.58. City's deposit shall be made to State in the following manner:

1. An initial payment of $45,000 to be due and payable on or before July 1, 1977.

2. Two additional payments of $113,129.79, due and payable on or before July 15, 1978 and 1979, respectively. In the event, payments are not made by the dates herein above set out, interest shall accrue at the rate of 6 percent per annum on the unpaid balance.

If the foregoing is agreeable to the City and the obligation of payment schedule can be met, please authorize and return three signed copies to this office. When approved, a copy will be returned for your records.

If the City cannot meet the requirements of the payment schedule, the appropriate amount shall be withheld from State gas

tax receipts. In no event, shall payments due from the City be considered a general debt of the City. The credit of the City is not available for payment of the sums specified. The City may; however, pay portions of the total contribution required above from other funds available to the City.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on _____ by _____, which approval is on file in the Commission records. The delegation order also authorized the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

Very truly yours,

H. S. Coulter
State Highway Engineer

CITY OF GRESHAM, by and
through its City Officials

Date _____

By _____
Mayor

By _____
City Recorder

Approved as to Form

by _____

DH:dpy

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
~~100 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

May 25, 1977

RECEIVED
STATE HWY ENGR
MAY 25 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Burke M. Raymond
City Manager
City of Gresham
150 West Powell Blvd.
Gresham, OR 97030

RE: Ava Avenue-Burnside Street Section
Mt. Hood Highway
Payment Due Highway Division

NOTED
P.D. COULTER

Dear Mr. Raymond:

In reply to your letter of May 19, 1977 I have the following to offer.

There were three files on which excess right-of-way was purchased on this project. This is excess right-of-way not paid for by the City of Gresham as park land. The excess property on right-of-way files numbers 44805 and 44806 was sold for $6,500 in 1975. This amount was credited back to the total amount charged to the project for right-of-way and therefore the City of Gresham was given credit for its 25% share of the monies received for the sale of these two excess parcels. The excess parcel purchased on file 44804 has not been sold and as I understand is unsaleable. It is the back end of a piece of property that is nothing but a hole.

As regards your question relating to the use of federal funding on this project, the answer was given to Mr. McWilliams by Mr. Klaboe by letter dated December 5, 1974 a copy of which is enclosed, I believe it is self explanatory. The construction agreement between the State and the City provides for a 75-25% split on the cost of the project and therefore I do not see how there can be anything more to discuss relating to that particular point.

I enclose for your information a letter to Mr. McWilliams dated October 30, 1972 in which it was estimated that the City's share of the project would be $771,271.00. The letter indicated that the City was to submit an advance deposit of $500,000.00 prior to the award of the contract and the balance of the cost of approximately $271,275.00 could be submitted in a lump sum or two equal payments with the initial payment due August 15, 1973 and the balance due August 15, 1974. It has been well over two years since the estimated

amount was due from the City of Gresham and nothing has been paid. The terms of the agreement have been completely performed by the State and it certainly appears to me that the City of Gresham has had the use of Highway Division funds for well over two years and should be in a position at this time to pay the amounts that they agreed to in their agreement.

Sincerely yours,

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure

cc: H. S. Coulter
D. N. Harwell
V. E. Skoog

7846

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 10, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project US-583(2)
Ava Ave. - East Burnside St.(Gresham)

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: Jack Cartwright, Utility Office Engr.

Reference is made to Mr. Cartwright's letter of November 19 regarding reimbursement for the City of Gresham's water service disconnects.

Program approval which included authorization for utility preparatory work was given on October 4, 1972 and any work performed prior to that date is non-participating. The request should be revised to reflect that work performed on or after October 4, 1972.

G. K. Hosmer
for G. L. Green

NOTED
R. L. SCHROEDER

12-14-76
Copy - Boyd - TAA

RECEIVED
DEC 14 1976

RECEIVED
STATE HWY ENGR
DEC 13 '76
REFER TO
Schroeder
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

Cy Rubin

7826

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-27		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER 3	8-3-76	Project Number: US-583(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 13, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,305,606	$ 1,340,819
Federal funds	$ 829,840	$ 853,560
Other revisions		

This modification is made for the following reasons:

To include approved work by City of Gresham

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 19 76.

Oregon State Highway Division
(Official name of Highway Agency)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. L. Green
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon July 28, 1976

Federal-aid Project
No. US-583(2)

AVA AVENUE-EAST BURNSIDE STREET (GRESHAM) SECTION

MT. HOOD HIGHWAY IN MULTNOMAH COUNTY

Revised Project Agreement Estimate.
Type Code 6203
Roadway (Sta. 387+10 to Sta. 474+40)

Subtotal on previous estimate of November 27, 1974		$1,186,915.15
Additional Approved Item		
SFO 7 City of Gresham Water and Sewer Facilities	All Required	$32,011.42
	Sub total	$1,218,926.57
	Engineering	121,892.43
	Total	$1,340,819.00

Length of Project 1.653 miles

Cost of Roadway Per Mile $811,142.79

Federal Funds ----------	$853,560.00
State Funds ----------	$152,059.00
City Funds ----------	$335,200.00
Total	$1,340,819.00

Group 1 - 93% Group 8 - 7%
Contract 7846
Prefix 26-1088

7846

STATE COPY

MONTHLY TRANSACTION NUMBER: 12-19	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 12-3-74	COUNTY: Multnomah
MODIFICATION NUMBER: 2		PROJECT NUMBER: US-583(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 13, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,286,724	$ 1,305,606
Federal Funds	$ 817,841	$ 829,840
Other revisions		

This modification is made for the following reasons:

To include approved final contractors claim settlement

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of December, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. J. Smith
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid Project
No. US-583(2)

AVA AVENUE-EAST BURNSIDE ST. (GRESHAM) SECTION

MT. HOOD HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, November 27, 1974

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 387+10 to Sta. 474+40)

Subtotal on previous estimate of November 26, 1973		$1,169,749.40
Additional Approved Item		
P.A. 6 Final Claim Settlement	Lump Sum	17,165.75
	Subtotal	$1,186,915.15
	10% Engr. & Cont.	118,690.85
	Total	$1,305,606.00

Length of Project - - - - - - - - - - - - 1.653 miles
Cost of Roadway Per Mile- - - - - - - - $789,840.28

Federal Funds - - - - - - - - - - - -

7.8.416

STATE COPY

5

MONTHLY TRANSACTION NUMBER: 12-25	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Multnomah
MODIFICATION NUMBER: 1	(PPM 21-7) 12-3-73	PROJECT NUMBER: US-583(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 13, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,239,162	$ 1,286,724
Federal Funds	$ 787,611	$ 817,841
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, approved items previously retained in program status and additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of December, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter
Assistant State Highway Engineer
(Title)

By L. D. Smith
for G. L. Green (Division Engineer)

By _____
(Title)

By _____
(Title)

By _____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915.669

Oregon State Highway Division

Federal-aid Project
No. US-583(2)

AVA AVENUE-EAST BURNSIDE ST. (GRESHAM) SECTION

MT. HOOD HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, November 26, 1973

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 387+10 to Sta. 474+40)

Mobilization	All Required		$ 30,450.00
Temporary Protection and Direction of Traffic	All Required		37,421.00
Clearing and Grubbing	All Required		23,147.00
Removal of Structures and Obstructions	All Required		39,760.00
Ditch Excavation	135 cu.yd.	6.00	810.00
*Embankment Foundation Excavation	3,075 cu.yd.	8.00	24,600.00
Embankment in Place	47,700 cu.yd.	3.30	157,410.00
*Trench Excavation	4,700 cu.yd.	7.60	35,720.00
Finishing Roadbed and Slopes	All Required		10,000.00
Watering	575 M-gal.	6.00	3,450.00
Bituminous Base Mixture	30,000 ton	4.00	210,000.00
Asphalt in Bituminous Base Mixture	1,650 ton	30.00	49,500.00
1" - 0 Aggregate Base	4,400 ton	6.00	26,400.00
Class "B" Asphalt Concrete Mixture	18,400 ton	7.00	128,800.00
Asphalt Cement in Mixture	1,200 ton	30.00	36,000.00
Asphalt in Tack Coat	19 ton	125.00	2,375.00
Class "A" Concrete in Walls and Stairways	70 cu.yd.	150.00	10,500.00
Class "A" Concrete in Box Culvert Extensions	48 cu.yd.	180.00	8,640.00
Reinforcement in Walls and Stairways	4,400 lb.	0.257	1,188.00
Reinforcement in Box Culvert Extensions	6,800 lb.	0.27	1,836.00
Pipe Handrail	220 lin.ft.	11.00	2,420.00
12-inch Culvert Pipe	34 lin.ft.	5.00	170.00
8-inch Storm Sewer Pipe	1,040 lin.ft.	5.00	5,200.00
12-inch Storm Sewer Pipe	5,250 lin.ft.	6.00	31,500.00
15-inch Storm Sewer Pipe	1,100 lin.ft.	7.50	8,250.00
18-inch Storm Sewer Pipe	720 lin.ft.	9.30	6,696.00
24-inch Storm Sewer Pipe	70 lin.ft.	18.00	1,260.00
30-inch Storm Sewer Pipe	66 lin.ft.	25.00	1,650.00
36-inch Storm Sewer Pipe	80 lin.ft.	30.00	2,400.00

42-inch Storm Sewer Pipe	46	lin.ft.	50.00	$ 2,300.00
12-inch Sanitary Sewer Pipe	164	lin.ft.	10.00	1,640.00
Extra for Pipe Under Pavement	1,780	lin.ft.	6.00	10,680.00
Concrete Manholes	14	only	600.00	8,400.00
Concrete Inlets, Type CG-1	66	only	160.00	10,560.00
Concrete Inlets, Type G-1	11	only	140.00	1,540.00
Concrete Inlets, Type G-2MA	1	only	180.00	180.00
6-inch Drain Pipe	260	lin.ft.	4.00	1,040.00
8-inch Drain Pipe	260	lin.ft.	5.00	1,300.00
Special Filter Material in Drains	70	cu.yd.	10.00	700.00
Type 3 Modified Fence	280	lin.ft.	2.00	560.00
Concrete Walks	10,400	sq.yd.	5.15	53,560.00
Concrete Driveways	3,000	sq.yd.	7.42	22,260.00
Concrete Curbs	540	cu.yd.	51.00	27,540.00
Extra for Asphalt Approaches	100	only	70.00	7,000.00
Adjusting Manholes	55	only	150.00	8,250.00
Reconstructing Concrete Manholes	2	only	300.00	600.00
Adjusting Monument Boxes	13	only	165.00	2,145.00
Roadside Seeding and Mulching	3	acre	600.00	1,800.00
Furnishing and Placing Topsoil	150	cu.yd.	11.00	1,650.00
4-inch Concrete Walks	180	sq.yd.	7.20	1,296.00
Exposed Aggregate Concrete Walks	460	sq.yd.	9.30	4,278.00
Precast Concrete Planter, Type A	14	only	98.00	1,372.00
Precast Concrete Planter, Type B	6	only	170.00	1,020.00
Bench, Type A	3	only	1,025.00	3,075.00
Bench, Type B	1	only	610.00	610.00
Bench, Type C	2	only	1,025.00	2,050.00
Drinking Fountain	1	only	536.00	536.00
Furnishing and Planting Trees	15	only	144.00	2,160.00
Furnishing and Planting Shrubs	130	only	19.00	2,470.00
Furnishing and Planting Vines	580	only	1.80	1,044.00
Bark Mulch	2	unit	103.00	206.00
3-inch PVC Conduit	70	lin.ft.	5.00	350.00
Traffic Signal Installation, Complete	All Required			49,518.00
				$1,131,243.00

Additional Items

*Flagging (60% of Contractor's Cost)	All Required		$ 10,160.00
Permanent Striping	All Required		1,500.00
*Stage Construction Striping	All Required		4,525.00
Temporary Erosion Control	All Required		1,000.00
On-the-Job Trainees (4 @ $800)	All Required		3,200.00
EWO 2, Reestablish Misc. Drainage Facilities	All Required		2,380.00

SFO 3, Work by Portland General Electric Co.	All Required		$ 2,112.40
EWO 7, Permanent Signing	All Required		5,528.00
EWO 4, Move Flagpole and Post-Office Equipment	All Required		1,000.00
EWO 5, Reface Concrete Walls	All Required		200.00
PA 2, Treated Lime Subgrade	4,620 sq.yd.	0.50	2,310.00
PA 2, Lime in Treated Subgrade	60 ton	40.00	2,400.00
PA 3, Salvage and Relay Concrete Sewer Pipe	152 lin.ft.	3.00	456.00
PA 4, Relocate Luminaire Poles	Lump Sum		1,435.00
PA 5, Adjust Catch Basins	3 only	100.00	300.00
			$ 38,506.40
	Subtotal		$1,169,749.40
	10% Engr. & Cont.		116,974.60
	Total		$1,286,724.00

*Items changed.

Length of Project - - - - - - - - 1.653 miles
Cost of Roadway Per Mile- - - - $778,417.42

Retained in Program Status

Work by General Telephone	All Required	$ 1,000.00
Work by City of Portland	All Required	1,000.00
Work by City of Gresham	All Required	8,000.00
	Subtotal	$ 10,000.00
	10% Engr. & Cont.	1,000.00
	Total	$ 11,000.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Roadway	$1,286,724.00	$817,841.00	$118,883.00	$350,000.00
Retained in Program Status	11,000.00	6,991.00	4,009.00	-
Totals	$1,297,724.00	$824,832.00	$122,892.00	$350,000.00

SFO 3, Work by Portland General Electric Co.	All Required		$ 2,112.40
EWO 7, Permanent Signing	All Required		5,528.00
EWO 4, Move Flagpole and Post-Office Equipment	All Required		1,000.00
EWO 5, Reface Concrete Walls	All Required		200.00
PA 2, Treated Lime Subgrade	4,620 sq.yd.	0.50	2,310.00
PA 2, Lime in Treated Subgrade	60 ton	40.00	2,400.00
PA 3, Salvage and Relay Concrete Sewer Pipe	152 lin.ft.	3.00	456.00
PA 4, Relocate Luminaire Poles	Lump Sum		1,435.00
PA 5, Adjust Catch Basins	3 only	100.00	300.00
			$ 38,506.40
	Subtotal		$1,169,749.40
	10% Engr. & Cont.		116,974.60
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SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
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Retained in Program Status	11,000.00	6,991.00	4,009.00	-
Totals	$1,297,724.00	$824,832.00	$122,892.00	$350,000.00

AVA AVE.-E. BURNSIDE ST. (GRESHAM) SECTION

FEDERAL-AID PROJECT NO. US-583(2)

Work by Portland General Electric Co.

Lower Primary Cable

Labor	$ 245.20
Equipment	50.40
Material.	257.70
	$ 553.30

Relocate Pole & Underground Equipment

Labor	$ 922.21
Equipment	199.62
Material.	616.76
Betterment Credit	(26.29)
Salvage Credit.	(153.20)
	$1,559.10

Total $2,112.40

AVA AVENUE-EAST BURNSIDE ST. (GRESHAM) SECTION

Nonparticipating - State Work

Setting Mailbox Posts	10 only	50.00	$500.00
Additional Items			
Furnishing Mailbox Posts	All Required		$100.00

#78546

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
12-33	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
3	12-13-72	Multnomah
		PROJECT NO. US-583(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 Ava Ave. to E. Burnside St. (Gresham)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-4-72	1.653
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,239,162.00	$ 787,611.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E A Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)

G. L. Green

Date executed by Division Engineer DEC 13 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. US-583(2)

AVA AVENUE-EAST BURNSIDE ST. (GRESHAM) SECTION

MT. HOOD HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, December 1, 1972

Project agreement estimate.

Type Code 6203
Roadway (Sta. 387+10 to Sta. 474+40)

Mobilization	All Required		$ 30,450.00
Temporary Protection and Direction of Traffic	All Required		37,421.00
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15-inch Storm Sewer Pipe	1,100 lin.ft.	7.50	8,250.00
18-inch Storm Sewer Pipe	720 lin.ft.	9.30	6,696.00

24-inch Storm Sewer Pipe	70	lin.ft.	18.00	1,260.00
30-inch Storm Sewer Pipe	66	lin.ft.	25.00	1,650.00
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8-inch Drain Pipe	260	lin.ft.	5.00	1,300.00
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Type 3 Modified Fence	280	lin.ft.	2.00	560.00
Concrete Walks	10,400	sq.yd.	5.15	53,560.00
Concrete Driveways	3,000	sq.yd.	7.42	22,260.00
Concrete Curbs	540	cu.yd.	51.00	27,540.00
Extra for Asphalt Approaches	100	only	70.00	7,000.00
Adjusting Manholes	55	only	150.00	8,250.00
Reconstructing Concrete Manholes	2	only	300.00	600.00
Adjusting Monument Boxes	13	only	165.00	2,145.00
Roadside Seeding and Mulching	3	acre	600.00	1,800.00
Furnishing and Placing Topsoil	150	cu.yd.	11.00	1,650.00
4-inch Concrete Walks	180	sq.yd.	7.20	1,296.00
Exposed Aggregate Concrete Walks	460	sq.yd.	9.30	4,278.00
Precast Concrete Planter, Type A	14	only	98.00	1,372.00
Precast Concrete Planter, Type B	6	only	170.00	1,020.00
Bench, Type A	3	only	1,025.00	3,075.00
Bench Type B	1	only	610.00	610.00
Bench, Type C	2	only	1,025.00	2,050.00
Drinking Fountain	1	only	536.00	536.00
Furnishing and Planting Trees	15	only	144.00	2,160.00
Furnishing and Planting Shrubs	130	only	19.00	2,470.00
Furnishing and Planting Vines	580	only	1.80	1,044.00
Bark Mulch	2	unit	103.00	206.00
3-inch PVC Conduit	70	lin.ft.	5.00	350.00
Traffic Signal Installation, Complete	All Required			49,518.00
				$1,110,611.00
Additional Items				
Flagging (60% of Contractor's Cost)	All Required			$ 9,000.00
Permanent Striping	All Required			1,500.00
Stage Construction Striping	All Required			1,200.00
Temporary Erosion Control	All Required			1,000.00
On the Job Trainees (4 @ $800)	All Required			3,200.00
				$ 15,900.00
	Subtotal			$1,126,511.00

10% Engr. & Cont.		112,651.00
Total		$1,239,162.00

Length of Project - - - - - 1.653 miles
Cost of Roadway Per Mile- - $749,644.28

Retained in Program Status

Permanent Signing	All Required	$ 2,500.00
Work by Portland General Electric	All Required	1,000.00
Work by General Telephone	All Required	1,000.00
Work by City of Portland	All Required	1,000.00
Work by City of Gresham	All Required	8,000.00
Reface Concrete Walls	All Required	200.00
Move Flagpole & Post Office Equipment	All Required	1,000.00
Subtotal		$ 14,700.00
10% Engr. & Cont.		1,470.00
Total		$ 16,170.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$1,239,162.00	$787,611.00	$101,551.00	$350,000.00
Retained in Prog. Status	16,170.00	10,277.00	5,893.00	-
Total	$1,255,332.00	$797,888.00	$107,444.00	$350,000.00

Group 1 - 93%; Group 8 - 7%

Contract No. 7846

Prefix 26-1088

AVA AVENUE-EAST BURNSIDE ST. (GRESHAM) SECTION

Nonparticipating - State Work

Setting Mailbox Posts	10 only	50.00	$500.00
Additional Items			
Furnishing Mailbox Posts	All Required		$100.00

#7246

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: U. 583(2)

STATE PROJECT NO.: Ava Ave.-E. Burnside

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: U-165

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 2'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	11/8/72	Secondary Route 956 / Primary Route 26

GENERAL LOCATION: US 26 Ava Avenue to East Burnside Street (Gresham)

GENERAL DESCRIPTION OF WORK: This will confirm our verbal authorization to proceed with actual adjustments for the City of Gresham's water and sewer facilities effective 11/8/72. Reimbursement on an actual cost basis estimated to be $32,011.42 Federal funds, $25,030 Federal funds is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Utility Adjustment

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program memorandum dated 10/14/72 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

We approve the agreement with the City of Gresham consisting of your Utilities and Railroad Engineer's letter, the 11/14/74 City of Gresham's letter and the estimate furnished by Mr. Cartwright's 2/18/76 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/23/76	F. Klaboe	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—631-885

78-6

STATE COPY

cc: OSHD (H S Coulter,
Wash DC (HHO 32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-26-76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1/26/76	W. N. Bryant, Area Engr	US-583(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/19/73	11/18/74	100 %	100

APPROVED EXTENSIONS	LOCATION
None	Project located on the Mt. Hood Highway between Ava Ave. and East Burnside St. in the City of Gresham

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Copy sent Washington D.C. 1-27-76

AVA AVENUE-E. BURNSIDE STREET SECTION
MT. HOOD HIGHWAY
Grading, Paving, and Signals

All contract work was completed in reasonably close conformance with the approved plans and specifications on November 19, 1973 at a final cost of $1,320,910.64 which includes $1,128,242.87 for contract items, $136,000 for engineering, and $56,668.00 for work completed under approved price agreements (5), extra work orders (7), and State force orders (3). The contractor's claim discussed in the Final Construction Inspection Report was not submitted as expected.

There were no major significant overruns or underruns in the contract items. A statement of overruns and underruns is attached to the Division Office copy of this report.

RECEIVED
JAN 29 1976
Office of
Assistant State Highway Engineer

1-29-76 cy Kenney

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant, Area Engineer		SIGNATURE: Original signed by E. J. Valach, Dist. Engineer	
TITLE: ~~W. N. Bryant, Area Engineer~~	DATE: ~~1/26/76~~	TITLE: ~~E. J. Valach~~ District Engineer	DATE: JAN 27 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

FHWA 20-2 and FPC 2-4

ALL — To be completed by Washington Headquarters Personnel

1	2 – 4	5 – 8	9 – 12	13 – 15	16 – 18	19 – 22	23 – 24	25 – 27	28 – 30	31 – 33

CARD A — PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Multnomah	US-583(2)	URBAN X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		6203		November 13, 1972
20	FINAL CONSTRUCTION COST	DOL.	1,149,988		DATE COMPLETED: November 19, 1973
21	LENGTH OF PROJECT	MILES	1.653		TOTAL NO. BRIDGES

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS: 24,695	GROSS EARNINGS: 229,165

CARD B

22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	413,079	
9	PETROLEUM PRODUCTS	GAL.	36,005	
1	CEMENT	BBL.		

CARD C

2	AGGREGATES PURCHASED	TON.	46,037	
92		CU. YD.	38,185	
3	BITUMINOUS MATERIAL	GAL.	545,014	
4	LUMBER	THSD BD. FT.	4	

CARD D

5	TIMBER PILING	LIN. FT.		
7	REINFORCING STEEL	LB.	11,980	
8	STRUCTURAL STEEL	LB.		
10	EXPLOSIVES	LB.		

CARD E

11	READY-MIXED CONCRETE	CU. YD.	2,740	
12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	4,436	
15	AGGREGATES PRODUCED	TON		
95		CU. YD.		

CARD F

16	MISCELLANEOUS STEEL	LB.	4,320	
17	FENCING	LIN. FT.	264	
18	GUARDRAIL	LIN. FT.		
19	BRIDGE RAIL	LIN. FT.		

CARD G

23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	5,747	
24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52	53 – 61	62

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	6	1,051
	8	320

CARD J

13	CONCRETE PIPE	
	8	1,317
	12	3,658
	15	766
	18	1,480
	21	146
	27	276
	30	468
	36	138

CARD K

14	CLAY PIPE AND DRAIN TILE	

CARD L

25	CORR. ALUMINUM CULVERT	

CARD M

26	CAST IRON PIPE	

FORM PR 21 PREVIOUS EDITIONS ARE OBSOLETE

7846

December 27, 1974

The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

On November 20, 1974, we wrote to you concerning release of final payment on Contract No. 7846 awarded to Cascade Construction Company for work on the Ava Avenue-East Burnside Street (Gresham) Section of the Mt. Hood Highway in Multnomah County.

The total contract amount is $1,167,374.16 including $21,490.32 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Cascade Construction Company
P. O. Box 4267
Portland, OR 97208

The Travelers Insurance Companies
1200 6th Ave.
Seattle, Wash. 98101
Attn: Mark S. Richardson
Account Analyst
Surety Dept.

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

#7846 -

December 5, 1974

Mr. Robert L. McWilliams
Gresham City Manager
150 West Powell Blvd.
Gresham, OR 97030

661-K

Dear Mr. McWilliams:

Re: Ava Avenue-Burnside Street Section
Mt. Hood Highway

In November of 1966, the Highway Division received from the City of Gresham a copy of Resolution No. 327 requesting assistance in the improvement of Powell Boulevard (Mt. Hood Highway) through the city. Subsequent negotiation resulted in consummation of a cooperative construction-finance agreement between the State and the City in December 1968, with terms which specified financing to be on the basis of 75 percent State and 25 percent City. The original concept of the 75-25 cooperative project was that construction of the more sophisticated urban section, including curbs and storm sewers, was approximately 25 percent more expensive than the normal rural section. This additional cost has been considered a City responsibility regardless of any method the State employed to finance their 75 percent portion of costs.

Following execution of the agreement in 1968, the normal procedural steps were implemented leading to advertisement and the opening of contract bids in October 1972. During the four-year period between agreement and contract, construction costs spiraled upward at an unpredictable rate which resulted in the actual cost of the project being nearly double that of the original estimate. It was determined by State and City that rejection and readvertisement would probably not result in lower bids and the public interest would best be served by proceeding with the badly needed improvement.

Upon implementation of the 1973 Highway Act, new programs were introduced and the Federal Aid share for some systems was increased to 78 percent, reducing local matching funds to 22 percent of project costs. An effort is being made to honor our obligations and continue a highway improvement program in the

face of declining revenue. In one case the Highway Division did elect to apply for Federal Aid funds and share the 22 percent matching funds 50-50 with a city which had a very serious problem requiring highway improvement in the downtown area. It is not known whether this formula will be a continuing policy because the Highway Division may or may not elect to utilize Federal Aid funds on this type project.

Our sympathies are with the City of Gresham and all other local entities of government during this trying period of inflation. Rest assured that we will do our utmost to continue a highway improvement program using whatever flexible funding policy is necessary.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien
H. S. Cox
Ed Hardt

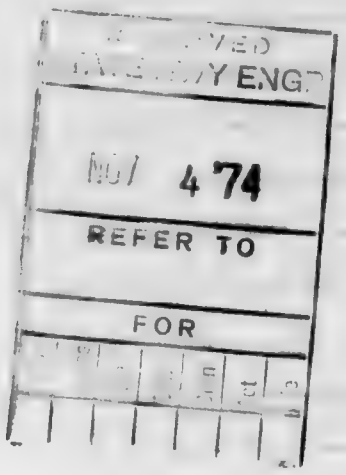
MCH:mm dpy

Ava Ave. – Eurreside St. (Gresham) sec.

Estimated R/W Cost	$2,177,205
Excess property purchased for Gresham (Park Purposes)	-101,321
	$2,075,884
Estimated Const. Cost	$1,321,090 ✓
Estimated Total Cost	$3,396,974 ✓
Approx. City share 25%	849,244 ✓
Approx. Govt. share 63.5%	2,157,078 ✓
Approx. State share	390,652 ✓

To date city has paid $600,000; approx. $250,000 due.

Local & State Match $1,239,896



ZB 11-1-74

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

RECEIVED
STATE HWY ENG
OCT 14 74
REFER TO
Hunter
FOR
to | nves | a/D | D/R | sion | ast | ta

October 11, 1974

Mr. Fred B. Klaboe
Administrator
Oregon State Highway Division
Salem, OR 97310

Dear Mr. Klaboe:

Re: Ava Avenue-Burnside Street Section
Mt. Hood Highway

The city of Gresham has had, and continues to have, some questions of concern regarding the above-captioned project.

On October 26, 1972 the State Highway Commission received bids for construction of Ava Avenue-East Burnside Street section of the Mt. Hood Highway. At that time the City was apprised of the estimated costs for construction of the project, based on that bid. This estimate was $3,085,099.88. As you recall, after a meeting with the State Highway people when this project was first anticipated, the City was given an estimate on this project of $1,800,000. Based on that information, the City had an election and asked the citizens of Gresham to vote $500,000 as the City's share of this proposed project. This would have been the equivalent of 25% of the estimated project, plus 10% contingency. Of course, that in no way compares to the obligation the City now has, based on the estimates of the total cost. However, to our knowledge, the project has not been closed out and final costs have not been determined, so there is a possibility that these figures may change.

To follow up, and hopefully clarify the City's concern, in addition to the appreciable difference between the original estimate and the final estimated costs, we are also raising the question that, since federal funds were used in this project, whether or not the City should rightfully have to share in 25% of the total cost. In our minds we have felt that, when federal funds were available and used, the City should share in the cost of the project by a lesser percentage of the obligation. As I have continued to explore this situation, I find from another Oregon city that there was, in a similar type project, a difference in the amount of participation with that city. Their requirement was, in fact, 11% for the city share.

The City would like to have some discussion and clarification on this project, and we would appreciate your consideration.

Very truly yours,

Robert L. McWilliams
City Manager
cc: Mayor and Council; City Attorney; Finance; Pub Wks

RECEIVED
OCT 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUMMARY OF REIMBURSABLE COSTS (STATE TO CITY)
FOR UTILITY ADJUSTMENTS ON POWELL WIDENING

Page Construction Company

1.	Ava to Miller (services and Hyd.)	$4,435.07
2.	Roberts and Powell (Fire Hyd.)	1,813.11
3.	Hood and Powell (Fire Hyd.)	1,008.38
4.	Kelly and Powell (Fire Hyd.)	1,665.54
5.	Linden and Powell (Fire Hyd.)	988.92
6.	Juniper and Powell (Lower Main)	691.71
7.	West of Cleveland and Powell (Fire Hyd.)	984.93
8.	Cleveland and Powell (Lower Main)	845.73
9.	Liberty and Powell (Fire Hyd.)	1,035.47
10.	Vista and Powell (Lower Main)	1,405.11
11.	Victory and Powell (Fire Hyd.)	800.83
12.	Hogan and Powell (Fire Hyd.)	448.73
13.	Fanning Chevrolet (Fire Hyd.)	900.09
		$17,023.62

Subtotal Water	$17,023.62
Replacement and Lowering - Bunyard and Petit 6" w.l. on Powell-Hood to Kelly	2,633.57
Water Services, Adjustments - City 75% of 6,348.27	4,761.20
Water Service disconnects - City 75% of 494.70	371.03
Water Valve Box Adjustments - City 75% of 617.20	462.90
Adjust (riase) Hydrant 453+40 - City 75% of 128.94	96.71
Sanitary Sewers Repair and adjustment of laterals 75% of $6,793.12	5,094.84
GRAND TOTAL, STATE TO CITY	$30,443.87

7846

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 27, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. US-583(2)

FROM for C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7846, Work Completed November 19, 1973

Project Ava Ave. - E. Burnside St. (Gresham)

Highway Mt. Hood

County Multnomah

Establishment Period Ended August 27, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 2, 1974

Conditions not acceptable: None

G. L. Green
Division Engineer

WNBryant:cst

NOTED
H.S. COULTER

RECEIVED
ENGINEERING
OCT 23 '74
REFER TO
Coulter
FOR

Office of
Federal State Highway Engineer
10-24-74

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7841 — F.B. Klaboe

OREGON STATE HIGHWAY DIVISION

RIGHT OF WAY UNIT

P.O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741, Ext. 282

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

September 10, 1974

George A. Rhoten
Rhoten, Rhoten and Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon 97301

RE: Copeland Lumber Company
Appeal Decision

File No. 44798
Ava Ave.-E. Burnside
Mt. Hood Freeway
Multnomah County

Dear Mr. Rhoten:

Pursuant of the letter dated August 27, 1974 signed by F.B. Klaboe, Administrator and State Highway Engineer, please find enclosed the new claim forms on which your client may claim his moving expenses. I am leaving the dollar amount space open, because at this time, it is impossible for me to know the amount of the full claim.

As you will recall in Mr. Klaboe's letter, the last paragraph, your client may claim $3,922.71. In addition to the time of Messrs. LaDeRoute and Brown and the equipment cost of Copeland with the proper documentation as determined by the Appeal Board and reiterated in Mr. Klaboe's letter, the cut off time past which no moving cost can be allowed is June 7, 1973. After you have determined the amount of money which you feel has been properly documented, simply fill in that amount of money in the blank of the first line. Please have Mr. LaDeRoute

RECEIVED
STATE HWY ENGR
SEP 11 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

sign the claim as the applicant and complete the rest of the required information above the double lines. Having completed this, please enclose three forms in the enclosed envelope and return them to me for processing.

Very truly yours,

W.G. Hight
Regional Relocation
Agent

WGH:sdl

Enclosures

CC: F.B. Klaboe
A.E. Johnsen
R.L. Schroeder
J.B. Boyd
Jack Sollis
Vern Skoog
J.W. Dixon

#7046

480-K

August 27, 1974

Mr. George A. Rhoten
Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, OR 97301

Dear Mr. Rhoten:

Re: Copeland Lumber Company Appeal
File No. 44798
Ava Avenue-East Burnside Section
Mt. Hood Freeway

I have completed a thorough review of the appeal file and selected areas of the testimony concerning Copeland Lumber Company's appeal of their business move payment.

The testimony of Mr. Robert LaDeRoute clearly states that "...the official day (of the move) was June 7th..." He also states: "...there was a two- or three-day period when we moved all the merchandise in the storage shed behind, temporary storage store, up to the new store. This was done over a period of two or three days, which is the first part of June..."

Applying the above information, along with United States Department of Transportation, Federal Highway Administration Policy and Procedure Memorandum 81-1.2, paragraph 3a(1), which authorizes payment for reasonable expenses of moving personal property, and paragraph 3p(6), which excludes payment for loss of business and/or profits (disallowing costs for temporary business quarters), I find no justification to overturn the decision of the appeals board.

The additional expenses you have submitted are justifiable and payable through June 7, 1973.

I will see that you are provided new forms to claim the $3,922.71 as set out in the appeals board's letter of May 16, 1974, plus the time of Messrs. LaDeRoute and Brown, and Copeland's equipment, with proper documentation, through June 7, 1973.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc A. E. Johnson
R. L. Schroeder (enc.)
J. B. Boyd
Jack Sollis "
Vern Skoog "
J. W. Dixon
Will Hight

JDW:ks ja

JWD:ks

bcc: R. L. Schroeder (enc.)
J. B. Boyd
J. W. Dixon
Will Hight

NOTE TO MR. KLABOE

This reply does not contain a specific dollar amount for the additional expenses as we discussed on Tuesday morning, August 20, 1974. Closer examination reveals documentation for the additional expenses lacks a time period by which the specific tasks were completed. All costs may be eligible or perhaps only a percentage. We can ascertain this, when and if, Mr. Rhoten makes a claim for payment.

GEO. A. RHOTEN
I. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
DAVID A. RHOTEN
GARY G. JONES
MALCOLM L. BRAND
ARTHUR S. CUMMINS, JR.
DON A. DICKEY
KEITH J. BAUER

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

A/C 503-364-6733

July 30, 1974

Mr. Fred Klaboe
Highway Engineer
Highway Building
Salem, Oregon 97310

Re: Copeland Lumber Company Appeal
File R-44798 L-6684
Ava Avenue-East Burnside Section
Mt. Hood Highway

Dear Mr. Klaboe:

Please consider this as a notice of appeal to you of the findings and conclusions heretofore made by the administrative right-of-way agent and condemnation counsel which relate to the claim of Copeland Lumber Company moving costs.

In accordance with instructions from Mr. Dixon you are sent herewith the supplemental material submitted with our letter of June 4, 1974, to the chairman of the appeal board. This supplemental material consists of a copy of Mr. LaDeRoute's May 28, 1974 letter to us.

We would appreciate it if you would give this appeal consideration and have your office report to us.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

By Gary Rhoten

GAR:ej

enc. copy of Mr. LaDeRoute's
May 28, 1974 letter

RECEIVED
STATE HWY ENGR
JUL 31 74
REFER TO
Boyd
FOR
Info | Init's | R/D | O/R | Sign | Act | File

COPELAND LUMBER CO.

COPY

General Offices
119 S. E. MAIN STREET
PORTLAND, OREGON 97214

May 28, 1974

Mr. George Rhoten
Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon 97301

Dear Mr. Rhoten:

Pursuant to your letter of May 20, 1974, I will attempt to give you the information as requested by the Appeal Board of the State Highway Commission.

In reviewing the decision of the Appeal Board, I find that they have excluded all claims for labor after June 7, 1973, and in paragraph nine of their letter, have given an explanation which is unfounded, in that the second move was accomplished over a period of one month and much of our material was at our old location at 312 E. Powell and the temporary warehouse owned by Stayton Canning. It took approximately an additional two weeks after June 7 to have all of this merchandise moved to our yard at 1510 E. Powell. Therefore, it is my contention that the labor cost of $6,101.87 should be reimbursed. Following is a breakdown of additional time spent in the move by myself and Mr. Brian Brown, our yard manager, for which no claim has been made as of this date. Also included is a breakdown of the equipment time:

R. W. LaDeRoute	-	56 hours @ $12 hour	$ 672.00
Brian Brown	-	74 hours @ $10 hour	740.00
Truck #168	-	19 hours @ $ 9 hour	171.00
Truck #169	-	33 hours @ $14 hour	462.00
Lift Truck #208	-	43 hours @ $12 hour	516.00
Car #350 mileage	-	240 miles @ 12¢ mile	28.80

In summary, the amount still owing Copeland is:

Labor 6/8/73 through 6/30/73	$2,419.16
Additional expenses for labor and equipment not previously submitted	2,589.80
Previously approved	3,922.71
Total Owing	$8,931.67

Yours very truly,

COPELAND LUMBER COMPANY

By _____
Robert W. LaDeRoute

RWL:js

#7846

June 24, 1974

City of Gresham
City Hall
Gresham, OR 97030

Attention: Robert L. McWilliams
City Manager

MISC. CONTRACTS and AGREEMENTS No. 4988

Gentlemen:

Attached for your files is a fully executed letter agreement covering the Ava Avenue-East Burnside Section of the Mt. Hood Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

flm

Att.

cc H. S. Cox (conf. agree. att.)

1846

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

April 17, 1974

FILE:

~~FROM~~: TO: Mr. L. W. Rulien
Project Management Engineer
B U I L D I N G

~~TO~~:

SUBJECT: Extended Payments
Right-of-way Costs for Landscaping and Parks
Mt. Hood Hwy. (Ava-Burnside)
City of Gresham

FROM: D. N. Harwell
Assistant Engineer
County & City Unit

RECEIVED
APR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attached are various items of correspondence regarding costs as related to subject project and, of most concern, acquisition of properties adjacent to US 26 within Gresham.

City has been involved in quite extensive financial obligations recently and are hereby requesting a time payment plan for the reimbursement of costs of the additional right-of-way acquired for park expansion.

The cost is fixed at $101,321 for six parcels of property, and City is willing to pay on a 1/3 basis for three years. Therefore, may I suggest $31,321 immediately, $35,000 by August of 1974, and $35,000 by August of 1975.

If the foregoing meets with your and/or Administrative approval, an agreement will be written.

APPROVED _____

Date _____

NOT APPROVED _____

Date _____

DNH:ljt

Att.

cc: E. S. Hunter

4-22-74
original to L.W. Rulien

Ed - we will be lucky to get the money anyway we can do it so would be O.K.
R
4-22-74
OK
Ed H

RECEIVED
APR 1 8 1974
PROJECT MANAGEMENT SECTION

7546 11-28-73

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cat

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-28-73	W. N. Bryant, Area Engineer	US-583(2)

IN COMPANY WITH
Don Adams, Reg Constr Engr, OSHD; Willard Scofield, Res Engr, OSHD

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100%

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

DEC 03 1973

REGIONAL OFFICE

AVA AVENUE - E. BURNSIDE STREET SECTION
MT. HOOD HIGHWAY
Grading, Paving, and Signals

All contract work was completed on November 19, 1973 in reasonably close conformance with contract plans and specifications at a final estimated cost of $1,310,000 as compared to the authorized amount of $1,285,099.88. The final estimated cost of contract bid item work including EWO's and PA's is $1,151,000. The final estimated cost of engineering is $130,000. The total contract time of 240 calendar workdays was used in completing the work. Major significant overruns and underruns will be discussed in the Final Acceptance Report.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

Project records also indicate that the contractor and subcontractors fulfilled the EEO and training requirements of the contract in an acceptable manner.

The resident engineer indicated that a possible claim covering three basic areas of work was still pending. The claim involves additional cost to construct several manholes to a greater depth than indicated on the plans (22± feet as compared to 6± indicated), extra cost for pavement removal, and extra cost involved in paving behind driveways. However, the contractor has not yet submitted a formal claim.

The contractor, resident engineer, and all other personnel involved should be commended for the excellent results obtained throughout the life of this contract. The project involved widening under traffic an existing major street through the City of Gresham and by necessity required the utmost in scheduling and cooperation among the contractor's personnel, the engineering staff, the City of Gresham, the utility companies, the local citizens, and the traveling public.

12-4-73 cy (orig. ltr.) mg

DEC 03 1973

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

October 11, 1973

Mr. Robert McWilliams
City Manager
City of Gresham
City Hall
Gresham, Oregon 97030

Dear Mr. McWilliams:

We have reviewed the illumination on the Ava Avenue-Burnside Section of the Mt. Hood Highway and find that it does not meet desirable light levels. We are particularly concerned with the lighting at a number of pedestrian crossings. If the City would improve the lighting at these locations, the Highway Division would be willing to participate to the extent of 25 percent of the monthly cost.

The specific pedestrian crossings and possible solutions are listed below. We are aiming for a uniformity ratio of at least 4:1 at these crossings.

1. S. Main Avenue - The pedestrian crossing of Main Street on the south side of Powell Boulevard appears to have a uniformity ratio of 8:1. A new pole with an additional high-pressure sodium luminaire could be installed on the west side of Main approximately 50 to 55 feet south of the signal pole.

2. S.E. Roberts Avenue - The pedestrian crossing of S. E. Roberts Avenue appears to have a uniformity ratio of 6.3:1. The existing street light on the west side of Roberts, believed to be an incadescent unit, could be replaced with new luminaire, preferably of the same type as those on Powell Boulevard.

3. S.E. Hood Avenue - Uniformity ratio at the crosswalk at S.E. Hood appears to be 6.8:1. An additional luminaire should be installed on this approach to provide the necessary illumination. There is an existing mercury

vapor luminaire on the east side of Hood, but it may be too far from the intersection to provide significant illumination to the crosswalk area. If such is the case, a new pole should be installed adjacent to the intersection.

4. S.E. Juniper Avenue - Uniformity ratio appears to be 6.3:1 at the crosswalk area. An additional luminaire could be installed on the existing utility pole on the southeast corner of the intersection or, preferably on a new pole on the west side.

5. S.E. Cleveland Avenue - Uniformity ratio appears to be 7:1 at the crosswalk area. An additional luminaire should be installed on the west side on a new pole. Although converting one of the signal poles to a joint signal illumination pole could be considered.

6. S.E. Vista Avenue - Uniformity ratio appears to be 7.6:1 at the crosswalk area. An additional luminaire should be installed on the east side of the approach on a new pole.

7. S.E. Hogan Avenue - Uniformity ratios appear to be 7.5:1 at the south curb of the west pedestrian crossing of Powell Boulevard and 10.5:1 in the crosswalk area of S.E. Hogan. An additional 400-watt luminaire (high-pressure sodium) should be installed on a pole 15 feet south of the signal pole on the west side of S.E. Hogan. There is an existing pole at that location; however, to achieve the necessary mounting height, a taller pole would have to be installed.

As previously indicated, if the City will improve lighting at the pedestrian crossing locations listed above, the Highway Division will participate in 25 percent of the monthly energy cost.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RDT:pb jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
Walt Hart
H. S. Cox
L. W. Rulien

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE July 19, 1973

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Illumination
Ava Avenue - Burnside Section
Mt. Hood Highway 26
City of Gresham

As a part of the subject construction project, the old illumination was removed. Sometime ago the City of Gresham submitted a proposal for illumination. The Highway Division reviewed this proposal and the City was advised by an April 2 letter that there were some deficiencies in their proposal. The City, however, ignored our comments and installed illumination using the plan that the Highway Division had indicated was inadequate.

As requested, Don Harwell, Bob Dixson, and Roger Trygstad contacted Gresham City Manager, Robert McWilliams, relative to his request that the Highway Division participate in the cost of replacing illumination on the subject section. Throughout the meeting, Mr. McWilliams referred to the agreement the Highway Division has with the League of Oregon Cities regarding illumination installations and indicated that he had hopes that the Highway Division could see fit to cooperate in this project. This would mean the State would pay for 25 percent of a monthly bill totaling $317.20, or a cost to us of a little less than $80 per month.

Mr. McWilliams was told that we wanted to have Mr. Dixson look at the section at night and determine what level of illumination was present. Mr. Dixson did look at the lighting, and in a July 10 letter, a copy of which is attached, indicated that the lighting system is not up to standards.

RECEIVED
JUL 1 - 1973
BRIDGE DIVISION

Despite the fact that the City has ignored our recommendations, I would recommend that we cooperate in the project. This recommendation is based primarily on the fact that there was illumination in the section prior to the construction which we probably had some obligation to replace. The lighting which the City put in is substandard but is

better than nothing. I would suggest that the City be told that we feel the illumination is inadequate but that we would be willing to pay 25 percent of the monthly cost.

RDT:ds
Attachment

cc: H. S. Cox
W. J. Hart

RECEIVED
JUL 25 1973
TRAFFIC ENGINEERING

RECEIVED
JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1973
BRIDGE DIVISION

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 10, 1973

TO Mr. L. E. George
Traffic Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Illumination
Ava Ave.-Burnside Section
Mt. Hood Highway 26
City of Gresham
Contract 7846

At the meeting of June 26, 1973 held in the Gresham City Manager's office, it was determined that Robert M. Dixson, Illumination Engineer, would look at the new lighting installed on Powell Blvd.

This was done on the night of July 2, 1973 and it was found that generally the 62-foot wide sections measured about what was calculated as set forth in the fourth paragraph of my letter of March 2, 1973. The 82-foot wide section measured an initial footcandle average of 1.56, which would be 1.08 footcandles maintained. However, the average to minimum uniformity ratio is less than 5:1.

It appears that some luminaires have been leveled and some appear to be tilted.

When luminaires are tilted upward it raises the angle of street-side light distribution. Features such as cut-off classification may be changed appreciably. This could result in considerable glare. There appears to be excessive glare in some areas.

It was also noted that no luminaire was installed on PGE Pole No. 1046, approximately 110 feet west of N.E. Kelly St. This results in a rather large area of lowered illumination.

It was also noted that pedestrians crossing streets intersecting Powell Blvd. on the south side would always be crossing in areas of the lowest illumination. In fact, at N.E. Hogan St., pedestrians crossing that street on the south side of Powell Blvd., would have less than 1/7 of the average light level. Pedestrians attempting to cross Powell Blvd. on the west side of Hogan St. would be stepping off the curb in area with less than 1/5 the average.

RECEIVED
JUL 11 1973
TRAFFIC ENGINEERING

In general it is felt that this lighting system is not up to standards and we should be on record as to this fact.

RMD:dh

cc E. S. Hunter
L. W. Rulien
H. S. Cox

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 20, 1973
Salem, Oregon

To: G. L. Green
Division Engineer

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT: Power Facilities Relocation
Portland General Electric Co.
Ava Ave.-E. Burnside Section
Mt. Hood Highway
Multnomah County
Project No. US-583(2)

Attached are two copies of the following data pertaining to this project:

1. An estimate of cost to adjust Portland General Electric's facilities dated December 14, 1972.

2. A sketch showing their proposed relocation.

3. A certification prepared by myself as to Portland General Electric's rights in the land occupied by their facilities is contained in the Utility Unit Files.

4. A relocation letter to the utility dated September 14, 1972 was previously submitted.

An appropriate permit for the utility's proposed relocation will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b of PPM 30-4, as the relocation involves a segment of facilities less than one milesin length.

There will be no betterment derived from the proposed adjustment of Portland General Electric's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 23, 1973 under the provisions of PPM 30-4 and 30-4.1 are requested.

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enc.
cc: H. S. Coulter
R. N. Chase
V. L. Gallagher

NOTED
H.S.COULTER

7846

September 19, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. US-583(2)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7846, State Force Order No. 2

Project Ava Ave. - E. Burnside St. (Gresham)

Highway Mt. Hood

County Multnomah

The order covers permanent striping by State Forces. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

Federal participation will be based on the agreed price for striping. Prices to be used will be those in effect at the time the work is performed. The estimated total cost of the work to be done under this order is $1,793.00 with Federal participation of $1,075.80. Reimbursement on an agreed unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 12, 1973.

Your approval as of September 12, 1973 is requested.

Attach.

JK:dgk

7846 — 8-28-73

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

cst

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
8-28-73	W. N. Bryant, Area Engineer		US-583(2)
IN COMPANY WITH	Willard Seofield, Resident Engineer, OSHD.		
QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	66	83

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

Info	FOR	REFER TO	SEP 10 73	RECEIVED STATE HWY ENGR
Inves				
R/D				
D/R				
Sign				
Act				
File				

COPY SENT
SEP 10 1973
REGIONAL OFFICE

AVA AVENUE - E. BURNSIDE STREET SECTION
MT. HOOD HIGHWAY
Grading, Paving, and Signals
Stage Inspected: Paving

9-11-73 Constr. eng Young

NOTED H.S. COULTER

1. SCOPE OF INSPECTION

The purpose of this inspection was to perform a field review on construction operations and inspection procedures being followed in the AC paving phase of the work. The inspection included field observation of the contractor's paving operations and a review of project records pertinent to the paving phase of the project.

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

The construction of the final lift of asphaltic concrete pavement was found to be progressing in a workmanlike manner in reasonably close conformance with the contract requirements and sound construction procedures. The State's inspection and project control on this phase of work are in accordance with established procedures and are resulting in adequate control and documentation to support the activities.

No recommendations are offered and no action is considered necessary since this phase of the work is being completed in reasonably close conformance with specification requirements and established procedures with the results being obtained considered highly satisfactory.

A review of project records indicate that all materials being incorporated into the work are in reasonably close conformance with specification requirements.

Project records also indicate the contractor is meeting the EEO and training requirements of the contract in an acceptable manner with all required reports being submitted to the project engineer

(more)

on a timely basis.

To date there have been no changes approved which are related to the phase of work being inspected.

A copy of an approved guideline used during this inspection is attached to the Division office copy of this report.

7846

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 10, 1973

TO Mr. L. E. George
Traffic Engineer

FROM L. L. Wallace
Bridge Design Engineer

E. S. HUNTER

SUBJECT Illumination
Ava Ave.-Burnside Section
Mt. Hood Highway 26
City of Gresham
Contract 7846

At the meeting of June 26, 1973 held in the Gresham City Manager's office, it was determined that Robert M. Dixson, Illumination Engineer, would look at the new lighting installed on Powell Blvd.

This was done on the night of July 2, 1973 and it was found that generally the 62-foot wide sections measured about what was calculated as set forth in the fourth paragraph of my letter of March 2, 1973. The 82-foot wide section measured an initial footcandle average of 1.56, which would be 1.08 footcandles maintained. However, the average to minimum uniformity ratio is less than 5:1.

It appears that some luminaires have been leveled and some appear to be tilted.

When luminaires are tilted upward it raises the angle of street-side light distribution. Features such as cut-off classification may be changed appreciably. This could result in considerable glare. There appears to be excessive glare in some areas.

It was also noted that no luminaire was installed on PGE Pole No. 1046, approximately 110 feet west of N.E. Kelly St. This results in a rather large area of lowered illumination.

It was also noted that pedestrians crossing streets intersecting Powell Blvd. on the south side would always be crossing in areas of the lowest illumination. In fact, at N.E. Hogan St., pedestrians crossing that street on the south side of Powell Blvd., would have less than 1/7 of the average light level. Pedestrians attempting to cross Powell Blvd. on the west side of Hogan St. would be stepping off the curb in area with less than 1/5 the average.

RECEIVED
JUL 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

In general it is felt that this lighting system is not up to standards and we should be on record as to this fact.

RMD:dh

cc E. S. Hunter
L. W. Rulien
H. S. Cox

Refer 73-0786

PAGE ___ Of ___ Pages

DISTRIBUTION

Board
Public Works Dept.
State Highway Comm.
Mult Co Road

COMPUTER ENTRY ☐ YES ☐ NO

SPECIAL REPORT

Gresham Police Dept., Gresham, Ore.

CASE NUMBER: 73-0782

CLASSIFICATION: Traffic Problem

INFORMATION ☒
CONTINUATION ☐
SUPPLEMENTAL ☐
CLEARANCE ☐

1. DATE & TIME ORIGINAL REPORT	2. DATE & TIME THIS REPORT	3. LOCATION OF OCCURRENCE	4. GRID LOCATION
05-11-73 8:50PM	05-11-73 12:00PM	E. Powell @ NE Hood	

VICTIM OR COMPLAINANT	6. RESIDENCE ADDRESS	7. RES. PHONE	8. SEX/RACE/DOB
OREGON STATE HIGHWAY DEPARTMENT			

SUBJECT OF THIS REPORT:

rected traffic problem at E. Powell and Hood

DETAILS:

At 8:50PM this date, a traffic accident at the above listed location was recorded and as a result of the investigation t was determined that the traffic signals were a contributing factor as explained below.

At the present time, E. Powell is undergoing heavy construction whereas it is bei g widened from two to four lanes. The ast bound traffic and the west bound traffic is flowing on the northern most portion of E. Powell. The southern most portion of E. Powell is paved however is not open to traffic. The traffic signals for the east bound traffic are directly over the uthern most portion of the roadway therefor, the east bound traffic at Hood have to look to their far right to observe the gnals and this still leaves a question whether the signals are for them. Writer, while assisting with the accident investtion, observed seven vehicles east bound on E. Powell, completely disregard the traffic signal. I also observed several ear misses".

riter contacted the county signal crew and had them respond and shut off the traffic signals altogether. I Placed portable op signs for the north/south traffic on Hood. After observing the traffic with the portable stop signs, I found this to be r less confuseing to the motoring public than the traffic signals the way they were.

NOTED
H. S. COULTER

Coulter - TAH

REPORTING OFFICER(S)	BADGE NUMBER	PREC/DIV	RELIEF/SHIFT	ASSN/DIST
t F. Leary	Sgt.	Patrol	3	203

R/C TIMES 10-7: ___ 10-97: 8:50 PM 10-8: ___

APPROVED BY

5-21-73 Pulver XXA

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 22, 1973

NOTED
H. S. COULTER

7846

To: J. B. Boyd
Right of Way Engineer

SUBJECT: Toyota Automobile Agency
R/W File 44809
Ava Ave.-E. Burnside Section
Mt. Hood Highway
Contract No. 7846

FROM: C. T. Keasey
Construction Engineer

Attached is a request from Region I for immediate action on a permit of entry on the subject property, scheduled for condemnation trial March 27.

Due to the death of the defendant's attorney, it is anticipated that this trial will be delayed, and any delay past April 1 could very probably lead to a claim from the contractor.

Please do what you can to obtain this permit of entry so that work can proceed immediately.

CTK:fw
Attach.
cc: H. S. Coulter
D. H. Haller, Jr.

RECEIVED
MAR 23 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

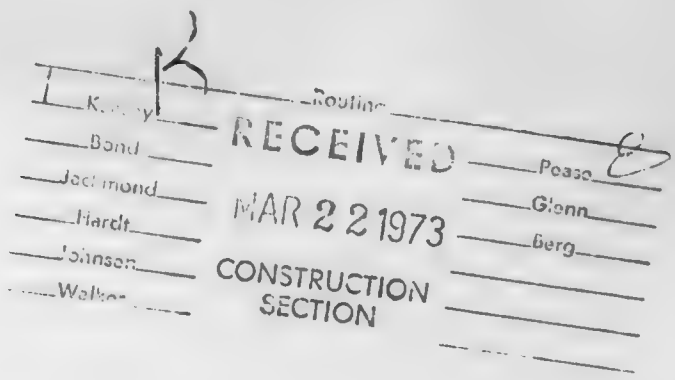
INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: March 21, 1973

To: Mr. C. T. Keasey
Construction Engineer

FROM: D. H. Haller, Jr.
Regional Construction Engineer



SUBJECT: Toyota Automobile Agency
File No. 44809

Ava Avenue - E. Burnside Section
Mt. Hood Highway
Contract No. 7846

Attached is a copy of a letter from Willard Scofield concerning right of way file No. 44809, the Toyota Automobile Agency, on the subject project. As Mr. Scofield points out, the property involved in this file was to be made available to the contractor by January 1, 1973. Through one cause or another, this trial has been set back to March 27 and we are still without access to the property.

We are now faced with the recent death of George Mead, trial attorney for Toyota Automobile Agency, which may very likely further postpone this trial.

Mr. Scofield has repeatedly advised our attorney that the taking needs to be made available to the contractor at once. I feel that we are now at a point where unless this property is made available to the contractor by April 1, 1973, we will be subject to a claim and possible litigation. Would you please see if there are any steps available that will allow us to take possession of this property at once.

DHH/bd
att
cc: John McCulloch
W. J. Scofield

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE March 20, 1973

TO D. H. HALLER, Jr.
Regional Construction Engineer

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT Toyota Automobile Agency
Ava Ave.-E. Burnside St. Section
File No. 44809
Contract No. 7846

This case came to trial early in December, 1972, and was postponed to the later part of March, 1973. This was due to a change in plea from an entire taking of the building to one in which only the portion of the building in the right-of-way would be removed.

Project plan indicated that five "hatched" areas would be available to the contractor by January 1, 1973. All except Toyota were available by January 15. In reply to Pete Idlewines letter alleging breach of contract, I replied on January 9 that right of entry would be delayed until after the trial near the end of March and that the State was pressing for right of entry shortly thereafter. In my opinion, the first week of April.

I have discussed this urgent matter on three or four occasions with Attorney McCullough. Again, yesterday I urged him to get this entry assured. Rumor is that due to the death of George Mead the trial may be further postponed. Also, I am concerned that the new Toyota building is one to two months from completion. However; the right-of-way and the display portion of the building could be vacated in short notice. The remodeling of the building is under contract and building permit has been issued.

Trial is set for March 27, so time is running out. I do not believe our contractor has suffered any loss so far, but if he does not get on this right-of-way early in April, he may have reason to make a claim due to lack of working area. Principal work that is held up is the installation of the storm sewer and grading through this 350 feet ± of frontage.

WJS/pw

7846

March 14, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. US-583(2)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7846, Extra Work Order No. 4

Project Ava Ave.-E. Burnside St. (Gresham)

Highway Mt. Hood

County Multnomah

The Order covers relocation of the flagpole and Post Office equipment in accordance with the Right of Way agreement with the U.S. Post Office. This work was anticipated.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 8, 1973.

Your approval as of March 8, 1973 is requested.

JK:bb
Attach.

E S Stanley

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7846

DATE March 2, 1973

TO L. E. George
Traffic Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Illumination
Ava Ave.-Burnside Section
Mt. Hood Hwy. 26
City of Gresham
Contract 7846

Attached are xerox copies of letters from the County-City Section, City of Gresham, and Portland General Electric Company concerning illumination of the above section. Also attached are illumination layout drawings.

We did not review their interim illumination plan, as the grading and paving work for widening this section has already been contracted (Contract 7846).

We have reviewed their illumination design for the lighting to be installed on the subject section after the present contract work has been completed, and have found it to be deficient.

Our calculations show that the average maintained foot-candle readings on the 62-foot wide section of East Powell Blvd. from East Burnside to Southeast Hogan Road and from Main Ave. to Ava Ave. will be 1.2 foot-candles with a 2:1 to 4:1 average-to-minimum ratio. This marginal, but acceptable. It would be better if it was about 1.4fc., and if lighting were installed on both sides with a staggered spacing.

The 82-foot wide section of East Powell Blvd. from Southeast Hogan Road to Main Ave. has an average maintained 1.0 foot-candle reading with a 4:1 average-to-minimum ratio. This is not acceptable. The IES recommendation for a major roadway is 2.0 foot-candles maintained with a 3:1 average-to-minimum ratio. Here, again, we believe a more superior lighting job can be obtained by lighting from both sides of the roadway.

RECEIVED
MAR 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Our review was based on the City's desire to use the high-pressure sodium design. Our review also found that there was only one luminaire which would accomplish the design submitted.

Please review the attached letters, plans, our comments, and the lighting warrants based on traffic counts and accident history, and determine whether lighting is justified and eligible for our participation.

Please forward your findings to Mr. H. S. Cox, County-City Engineer, so he may continue his negotiations with the City of Gresham.

DOC/ag
Attachs.
cc E. S. Hunter
L. W. Rulien
H. S. Cox
R. W. Ellison

OREGON STATE HIGHWAY DIVISION

7846

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 1, 1973

Federal-aid Project No. US-583(2)

FROM ORIGINAL SIGNED

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7846 Extra Work Order No. 2

Project Ava Ave. - E. Burnside (Gresham)

Highway Mt. Hood

County Multnomah

This order covers the cost of re-establishing miscellaneous drainage which has been disturbed by grading operations. During the grading work on this project basement drains, roof drains and other unknown drains have been found that must be hooked up to the new storm sewer system.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer January 29, 1973.

Your approval as of January 29, 1973 is requested.

Attach.

BMW:dgk

RECEIVED
FOR FILING

1-15-73

In The Circuit Court Of The State Of Oregon

FOR THE COUNTY OF MULTNOMAH

7846

No. 379-130

#7846

Rec. at 10:30 am
1-15-73
C.H.

STATE OF OREGON, by and through its State Highway Commission,

Plaintiff

vs.

J. W. COPELAND YARDS, an Oregon corporation,

Defendant

SUBPENA

To Cecil Head, Secretary of Oregon State Highway Commission
David Moehring, Right of Way Engineer, Oregon State Highway Dept.

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear in the Circuit Court of the State of Oregon for the County of Multnomah, at the County Courthouse of said County in the City of Portland, Oregon, in Judge Berkeley Lent's courtroom, Room No. 570 on the 15th day of January, 19 73, at 1:30 o'clock P. M., to testify as a witness in the above entitled cause on behalf of defendant

and each of you shall have and bring with you all records and files in your offices relating to the property at 1598 East Powell Boulevard in Gresham, Oregon, including all memoranda, notes, inter-office communications, valuation data and formal and informal appraisals, appraiser reports and appraisal information furnished by staff appraisers, staff members and othersrelating to the value of the property.

Cash
REC = $14.00 for Jan. 15
$5.00 for " 16
$19.00 To Acct-Section on Jan. 17, 1972

s/ David A. Rhoten
of RHOTEN, RHOTEN & SPEERSTRA
300 Pioneer Trust Building
Salem, Oregon 97301

Attorneys for defendant

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

David A. Rhoten

one of Attorneys for defendant

NOTED
C. W. HEAD

Note--The attorneys for the defendant in attendance at the trial are Arthur B. Cummins and Geo. A. Rhoten.

Cecil Head

Proof of service made by person other than sheriff.

STATE OF OREGON, County of ..... ss:

I, ...,
being first duly sworn, depose and say: that the within subpena was delivered to me for service on ....., 19 .....; that I served the same within the county and state aforesaid on the ..... day of ....., 19..... on the within named ..... by delivering to him personally a copy thereof and giving or offering to him at the same time the fees to which he is entiled for travel to and from the place designated in said subpena and one day's attendance; that I am a competent person over the age of 18 years.

.....

Subscribed and sworn to before me this ..... day of ....., 19 .....

.....
Notary Public for Oregon

My Commission expires ....

Proof of service if made by sheriff.

STATE OF OREGON, County of ..... ss:

I hereby certify that the within subpena was delivered to me for service on ....., 19 ..... ; that I served the same within the county and state aforesaid on the ..... day of ....., 19 ....., on the within named ..... by delivering to him a copy thereof personally and giving or offering to him at the same time the fees and mileage which he is entitled for travel to and from the place designated in said subpena and one day's attendance.

.....

Sheriff of ..... County, Oregon

By ..... Deputy

No.....

IN THE CIRCUIT COURT
of the State of Oregon
for the County of .....

.....
Plaintiff

vs.

.....
Defendant

CIVIL SUBPENA

Filed ....., 19.....

.....

Title

By ..... Deputy.

RHOTEN, RHOTEN & SPEERSTRA
300 Pioneer Trust Building
SALEM, OREGON 97301

FORM PR-33A
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

NOTED
A. E. JOHNSON

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	State	Project No.
10	1	Multnomah	Oregon	US-583(2)

Date of Inspection: 1/4/73

Inspection Made By: W. N. Bryant, Area Engineer

In Company With: Willard Scofield, Resident Engineer, OSHD

Project located on the Mt. Hood Highway between Ava Avenue and East Burnside Street in the City of Gresham, Oregon.

Contractor Name and Address: Cascade Construction Co., Portland, Oregon

JAN 10 1973
REGIONAL OFFICE

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
11/22/72	$1,111,111.00	240 cal. work days	See below	11/13/72

Progress this Work	Time Elapsed	Work Completed
Satisfactory	0 %	15%

Roadbed (Width): Satisfactory — Satisfactory (Feet 0. to 0. of shoulders)

68 to 82

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading, Paving, & Signal	6203	1.65	13	13	68-82

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

RECEIVED
STATE HWY ENGR
JAN 11 '73
REFER TO
FOR
Info | Files | R/D | D/R | Sign | Art | File

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

2 Copies
to Bridge
1-15-73

AVA AVENUE-E. BURNSIDE STREET SECTION
MT. HOOD HIGHWAY
Grading, Paving, and Signals

Work to be completed under this project consists of the following:

1. Construction or roadbed grading, aggregate base, plant-mix bituminous base, and asphalt concrete paving.
2. Construction of concrete curbs, walks, bicycle ramps, and driveways.
3. Construction of a storm sewer system.
4. Construction of benches, planters, exposed aggregate walks and planting trees, shrubs, and vines.
5. Revising traffic signal installations.

At the time of this inspection the work underway was limited to installation of drainage facilities on the east end of the project. To date approximately

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

10 percent of the drainage work and 33 percent of the grading has been completed.

The specifications provide for 240 calendar workdays for completion of the work. Under this specification no time is charged during the period December 1 through February 28 which means that time charges will not begin until March 1, 1973.

The contract documents indicate that the contractor will be restricted from physically occupying and using five parcels of right of way until after January 1, 1973. As of January 1 all but one of these parcels have been cleared through court proceedings. The trial procedures for the remaining parcel, File 44809, located between Stas. 523 and 526, is presently scheduled for March 1973.

A considerable number of utilities must be adjusted during the life of the contract which requires extensive cooperation and scheduling of work to facilitate their relocation. To date little or no conflict has resulted.

The required EEO posters, wage rate schedules, and other required posters are being displayed on a suitable bulletin board of the contractor's field office located within the project limits. Project records indicate that the contractor is fulfilling the EEO requirements of the contract in an acceptable manner.

Project records also indicate that materials being incorporated into the work are in reasonably close conformance with specification requirements.

RECEIVED
JAN 15 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

UTILITY UNIT
OREGON STATE HIGHWAY DIVISION

7846

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6311

RECEIVED
STATE HWY ENGR
NOV 28 '72
REFER TO

November 28, 1972

City of Gresham
City Hall
Gresham, OR 97030

ATTENTION: Mr. Kent W. Cox
Director of Public Works

RE: City Utility Adjustments
Ava Avenue-E. Burnside St.
(Gresham) Section
Mt. Hood Highway
Multnomah County
Contract No. 7846

Gentlemen:

Reference is made to your letter of November 17, 1972, which submitted a list of conflicting fire hydrants and a justification for increasing the size of the hydrant service to six inches.

Your justification for increasing fire hydrant services to six inches is acceptable to the State.

As stated in our letters of November 14, 1973, the terms of Paragraph 4 of THINGS TO BE DONE BY THE STATE as contained in the agreement between the State and the City of Gresham dated December 17, 1968 provides that the State will reimburse the City for 75% of the total cost to adjust City owned utilities required to accommodate the proposed construction. The terms of the State-City Agreement supersedes the provisions of ORS 366.321 for this project.

The State will still require a cost estimate and sketch map for all the relocation work to be accomplished by the City to accommodate the subject project. If further information or assistance is required, please contact Mr. R. H. Rumbolz or this office.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer
by

Jack M. Cartwright
Utilities Office Engineer

bc: P. B. Klaboe
H. S. Cox
V. E. Skoog
Jack Sollis
L. W. Rulien
W. J. Scoffield
R. H. Rumbolz

JMC:jly

cc: City of Gresham, Attn. R. L. McWilliams, City Manager

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 22, 1972

Mr. Robert L. McWilliams
Gresham City Manager
City Hall
Gresham, Oregon 97030

2846

RECEIVED
STATE HWY ENGR
NOV 22 72
REFER TO
FOR
Info | Layout | R/D | D/R | Sign | Act | File

Dear Mr. McWilliams:

This will acknowledge receipt of the City of Gresham's check No. 266 in the amount of $500,000 which is the agreed initial payment for contract work on the Ava Avenue-Burnside Street Section of the Mt. Hood Highway. The contract will be awarded to the Cascade Construction Company as of November 22, 1972.

We appreciate the expeditious manner with which you handled this matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor C. Holmes
Office Engineer

MCH:ljt

bc: B. B. Klaboe
R. L. Schroeder
L. H. Young
V. E. Skoog

Rec'd. November 22, 1972

By_____

RECEIVED
NOV 1 - 1972
FOR FILING

RECEIVED
STATE HWY ENGR
OCT 30 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 30, 1972

Mr. Robert McWilliams
Gresham City Manager
City Hall
Gresham, Oregon 97030

7816

Dear Mr. McWilliams:

On October 26 the State Highway Commission received bids for construction of the Ava Avenue-E. Burnside Street Section of the Mt. Hood Highway. The low bid was submitted by Cascade Construction Company, Inc. of Portland. The estimated cost for construction of the project based on this bid is as follows:

Bid Items	$1,111,111.00
Flagging (State share)	9,000.00
Permanent Signing	2,500.00
Permanent Pavement Striping	1,200.00
Stage Construction Striping	1,000.00
Temporary Erosion Control	1,000.00
Adjust Utilities (P.G.E.)	1,000.00
General Electric	1,000.00
City of Portland	1,000.00
City of Gresham	8,500.00
On-the-job Trainees	3,200.00
Reface concrete walls	200.00
Move flagpole & P.O. equipment	1,000.00
Furnish Mailbox Posts	100.00
TOTAL Anticipated Construction Costs	$1,142,311.00
Engineering & Contingencies (12½%)	142,788.88
TOTAL ANTICIPATED CONSTRUCTION	$1,285,099.88
TOTAL ESTIMATED RIGHT-OF-WAY	1,800,000.00
TOTAL	$3,085,099.88

City Share: 25% of $3,085,099.88 = $771,274.97, or $771,275.00.

In compliance with the agreement of December 17, 1968, and subsequent related discussions, project costs shall be based on 25% City-75% State cost sharing, and City is to submit an advance deposit of $500,000 prior to award of contract. Balance of City cost of approximately

NOTED
R. B. BLAISDELL

$271,275 may be submitted in a lump sum or in two equal payments of $135,637.50, with initial payment due prior to August 15, 1973 and balance due on August 15, 1974. Actual costs, based on itemized statements, shall be adjusted upon completion of project.

Please forward, prior to November 24, 1972, a check or warrant in the amount of $500,000 to this office, made payable to the Oregon State Highway Commission.

We appreciate the patience you have exercised in bringing this project to contract.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

MCH:DNH:ljt

cc: P. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
D. H. Moehring
C. T. Keasey
V. E. Skoog
L. W. Rulien: Please include Gresham in pre-construction conference.

RECEIVED
OCT 12 1972
FOR FILING

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-10-72

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: US-583(2)

STATE PROJECT NO.: AVA AVE – EAST BURNSIDE

FROM: G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: U-165

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO: #7846

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
OCT 11 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Att | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
OCTOBER 4, 1972	OCTOBER 4, 1972	SECONDARY ROUTE #956	PRIMARY ROUTE #26

GENERAL LOCATION:
CITY OF GRESHAM

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $9,000; TEMPORARY EROSION CONTROL $1,000; ON THE JOB TRAINING $3200; STAGE CONSTRUCTION STRIPING $1,200 AND PERMANENT PAVEMENT STRIPING $1,500 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify)
CONTRACTOR'S FLAGGING $9,000
TEMPORARY EROSION CONTROL $1,000
ON THE JOB TRAINING $3200
STAGE CONSTRUCTION STRIPING $1,200
PERMANENT PAVEMENT STRIPING $1,500

[ ] ACQUISITION OF RIGHT-OF-WAY

[X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 2, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-10-72	CR Baughardt for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 10-5

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-4-72

BY (Signature): MR. YOUNG'S JULY 20, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 165 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
165	US-583(2)	1.65	1,400,000	889,000	AVA AVENUE - EAST BURNSIDE STREET (GRESHAM) SECTION. MULTNOMAH COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS.

10-4-72

10-6-72 Young

RECEIVED STATE HIGHWAY DEPT. OCT 5 '72

REMARKS (Division)

ARE AUTHORIZED TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT.

RECEIVED OCT 6 1972 FHWA

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-4-72	ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
OCT 2 - 19..

FOR FILING

OREGON STATE HIGHWAY DIVISION

#7846

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE September 28, 1972

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Reassessment of Environmental Impact
Ava Ave.-E. Burnside St. (Gresham) Sec.
Mt. Hood Hwy. Multnomah County

The subject document is enclosed for your review as required by Section 5, subsections b and c of PPM 90-1. It is our conclusion that the project was developed in such a manner as to minimize adverse environmental consequences and, as such, no further action is required pursuant to PPM 90-1.

Your concurrence is respectfully requested.

GAP:dg

Enc.

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. H. Young
V. D. Wolfe
F. L. Hall
R. E. Royer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE September 28, 1972

TO R. L. Schroeder
Assistant State Highway Engineer

FROM for Donald R. Byard
Environmental Director

SUBJECT Reassessment of Environmental Impact
Ava Ave.-E. Burnside St. (Gresham) Sec.
Mt. Hood Hwy. Multnomah County

Attached are three copies of a reassessment of impact for the subject project and a suggested draft for submittal to FHWA. This reassessment was reviewed by the Environmental Study Committee and was judged to adequately meet the requirements of PPM 90-1. If you agree, please submit to FHWA for their concurrence.

GAP:dg

Attach.

cc R. E. Royer
L. H. Young

RECEIVED
SEP 29 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

RECEIVED
OCT 2 - 1972
FOR FILING

78416

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 26, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED F. B. KLABOE

SUBJECT: Oregon Project US-583(2)
Ava Avenue - E. Burnside St. (Gresham) Section
Contractor's Working Restrictions

After reviewing the information furnished in Mr. Asburry's September 14 letter and careful consideration of this matter, we concur that it is in the public interest to proceed with subject project even though the contractor will be restricted from physically occupying and using five parcels until after January 1, 1973. It is understood that there are no occupied residential improvements involved.

9-27-72
Young

RECEIVED
STATE HWY ENGR
SEP 28 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

7846

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 14, 1972

TO G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Contractor's Working Restrictions
Ava Ave.-E. Burnside St. (Gresham) Section
Project US-583(2)

Paragraph 7c(3) of PPM 21-12 relative to businesses is applicable to the subject project under the present circumstances. We therefore request your concurrence that it is in the public interest to advertise the subject project for bids to be received October 26, 1972 (all the other conditions of paragraph 7 of said PPM 21-12 will have been met) even though the contractor at the anticipated award date will be restricted as to the right to physically occupy and use the following five (5) parcels involving businesses until after January 1, 1973.

File	Owner	Type of Business	Approx. Location (Sta.)
44798	Copeland	lumber company	412+00 Rt.
44809	Fraser	car lot	425+00 Rt.
44810	Luther	commercial garage	427+00 Rt.
44812	McGee	building supply office	430+00 Rt.
44813	1st State Bank	plumbing shop	430+80 Rt.

This request is based on the fact that the areas involved account for only a small portion of the overall project and will not increase the cost of the project or cause the contractor any undue delay in the completion of the project. Appropriate notification will be provided in the bid proposals in accordance with paragraph 6e of PPM 21-6.3. Furthermore, since the project is through a highly urbanized area, it requires complicated planning and construction and traffic control for which the additional time obtained,

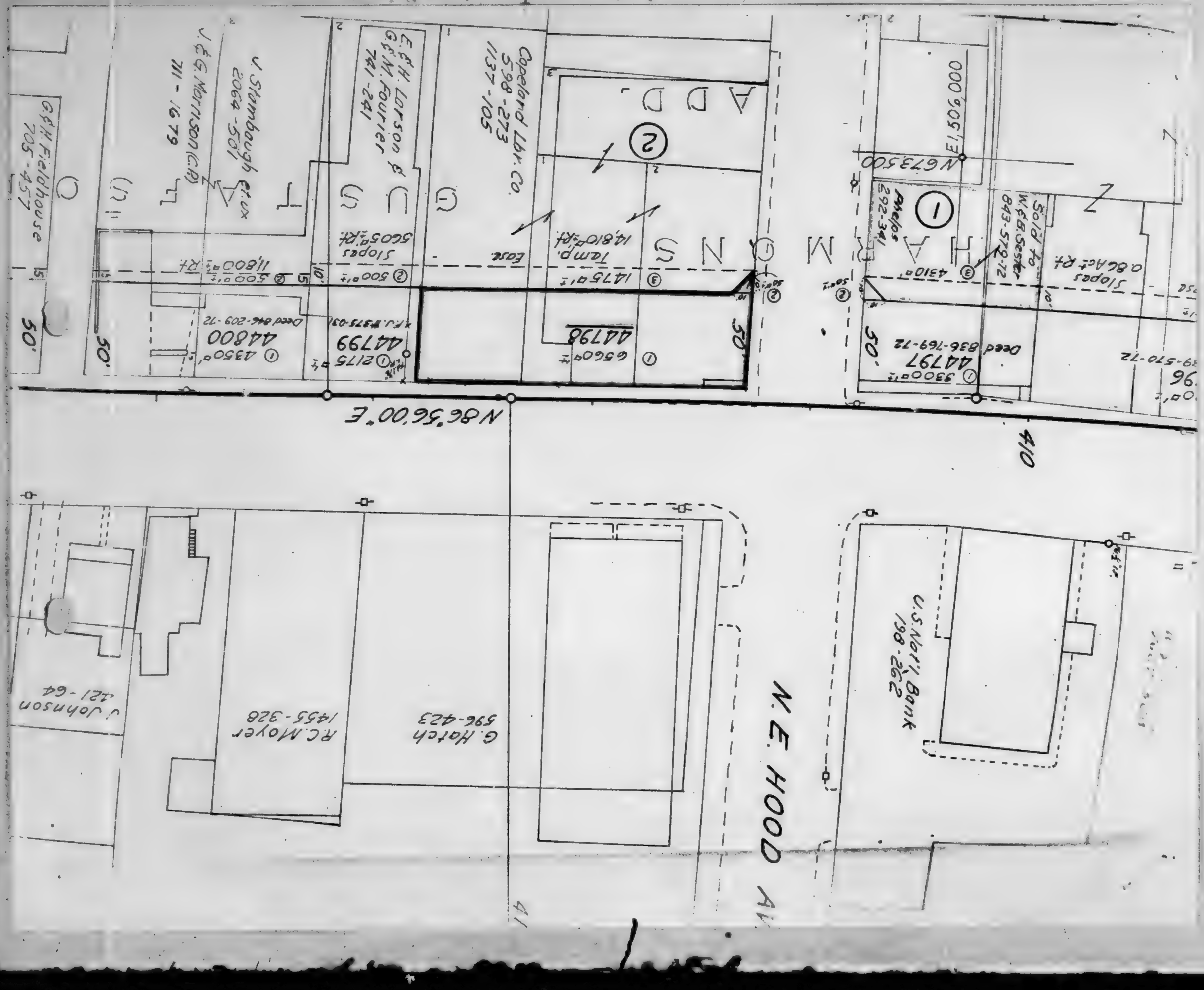
by not delaying advertising until the right-of-way is completely clear, will permit the contractor a greater opportunity to consolidate his plans more thoroughly so as to be in a highly favorable position to complete the project during the 1973 construction season and also make use of any favorable working periods between December 1, 1972 and February 28, 1973.

The reason for the contractor's working restrictions, on the last four named parcels, results from trial procedures, i.e., the attorneies for the grantors requests that the properties be viewed by the court and that they be intact. Once the trial has been held, paragraph 7c(2) of PPM 21-12 will be applicable to the project, whereby the contractor will have the right to physically occupy said parcels and remove, salvage or demolish, as required, the improvements thereon. The first named parcel (Copeland) was added as a convenience for the grantor who is constructing new facilities, on the remainder of his holdings, which will be ready for occupancy on or before January 1, 1973.

Enclosed are two copies each of the contract plan sheets 5 & 6 involved and a portion of the right-of-way map (3 parts) showing, outlined in red, the restricted working areas. If any further information is necessary, please advise.

CL:dg
Enc.

cc E. S. Hunter
F. L. Hall
John Oakes
C. G. Swenson
R. N. Chase


N 86°56'00" E
410
50'
50'
50'
50'
E.S.H. Larson & G.S.M. Fourier 741-241
V. Stambaugh et ux 2064-501
V.E.G. Morrison (CB) 711-1679
G.S.H. Fieldhouse 705-457
Copeland Lbr. Co. 598-273 1137-105
Tamp. 14,810±Ft
Slopes 5605±Ft
Slopes 0.8Ac± Ft
Sold to W.E.G. Sester 843-572-72
Deed 836-769-72
Deed 846-209-72
Deed 839-570-72
Acc/os 292-341
N 67°35'00" E
N. E. HOOD AV
U.S. Nat'l Bank 198-262
G. Hatch 596-423
R.C. Moyer 1455-328
J. Johnson 421-64

N.

197.0'± Lt.
- Slopes
500'±

25366.0' Lt.
Temp. Ease. - Slopes
500'±
47172.

2.2 Ac.± Lt.
Temp. Ease Slopes
7285'±
47183

425

① 2000.0'
44808

① 11,720.0'± Total
44809

250.0'±
Ease.
22,750.0' Rt.

② 1390.0'± Total
Slopes
5102.0'± Rt.

I. M. Fraser
389-336
E. Meier et al (C.P.)
667-1243

Mc Minnville Inv. Co.
78-383
78-385

① 11,720.0'± Total
44809

① 6400.0'±
44810

③ 760.0'±

40,360.0'± Rt.
② 1390.0'± Total
Temp. Ease. - Slopes
1.6 Ac.± Rt.

W. & W. Luther
1438-295
1319-21

Fd Bras
S.T. Co.
N 673,
E 1,507,

Fd. ¾" I.P.

I. M. Fraser
389-336

...son Inv. Co.
607-1229

N.E. CLE

C.M. McKillican
1412-492

E.&M. Martin
J.&A. Hill (C.P.)
462-97

H.&H. Barr
1452-324

L.A. Lubliner
622-486

0.7 Ac. ± Lt.

21500 a't ± Lt.

11700 a't ± Lt.

31925 a't ±

Temp Ease Slopes

500 a't ±

300 a't ±

300 a't ±

475 a't ±

47184

47185

47186

47187

430

Slopes

6400 a't ±
4810

760 a't ±
Rt.

50'

50'

10'

15

50 a't ±

4508 a't ±
44811
Deed 872-1248-72

5250 a't ±
28,727½ a't Rt.

Temp.

Ease.

5310 a't ±
44812

664 a't ±
40,226 a't Rt.

1000 a't ±
44813

1250 a't ±
9000 a't ± Rt.

2400 a't ±
44814
Deed 796-906-71

300 a't ±
6300 a't Rt.

3000 a't ±
44815
Deed 837-959

Temp.
18,750 a't

Slopes

N673,500

1,508,000

Flowing Stop

er

Fd. Brass Disk
S.E. Cor. D.L.C.
N. 673,416.36
E. 1,507,745.35

Bates Ins. Co.
1525-521

First

OREGON STATE
HIGHWAY DIVISION

7846

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon State Highway Commission

DATE September 12, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
October 26 Bid Letting

Bids will be taken October 26 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Fountain Slide Section, Columbia River Hwy, Hood River County
Slide Correction Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oro Dell Section, Old Oregon Trail Hwy, Union Co.
Irrigation Structure Project

   Same as No. 1.

3. Ava Avenue-East Burnside Street (Gresham) Section, Mt. Hood Hwy, Multnomah County
Grade and Pave (co-op) Project

   Sidewalks with bicycle ramps will be provided throughout the length of the project.

4. Clarno Section, Shanlko-Fossil Hwy, Wasco and Wheeler Counties
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established . . . if . . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

5. T.V. Hwy at SE Minter Bridge Road (Hillsboro) Sec., Tualatin Valley Hwy, Washington County
Grade, Pave, Signals and Railroad Gates

Same as No. 1.

6. Garfield Street-High Street (Eugene) Section, Pacific Hwy West, Lane County
Signals Project

Same as No. 1.

7. NE 166th Avenue-NE 190th Avenue Section, FAS 730 (NE Halsey Street), Multnomah County
Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project.

8. 2nd Street-So. Railroad Boulevard (Redmond) Sec., FAS 926, Deschutes County
Structure Project

5 ft. concrete sidewalks being provided on each side.

9. Squaw Creek Canal (Three Creek Lake Road) Bridge Sec., FAS 853, Deschutes County
Structure Project

Same as No. 4.

10. South Fork Malheur River-Malheur Caves Road Sec., Steens Hwy, Harney County
Grade and Pave Project

Same as No. 4

11. Drift Creek Slide Section, Bayview Road, Lincoln Co.
Slide Correction Project

Same as No. 1.

12. Fern Rock Creek-South Fork Gales Creek Section, Wilson River Hwy, Washington County
Slide Correction Project

Same as No. 1.

13. Forest Boundary-Bull Creek Section, Clackamas Hwy, Clackamas County
E.R. Project to repair January 1972 storm damage to slopes and riprap

Same as No. 1.

14. Tide Port Slide Section, Fishhawk Falls Hwy, Clatsop County
Slide Correction Project

Same as No. 1.

15. Deadman's Creek Slide Section, Wilson River Hwy, Tillamook County
Slide Correction Project

Same as No. 1.

16. Butler Bridge Slide Section, FAS 584, Lincoln Co.
Slide Correction Project

Same as No. 1.

17. Willamette River-Orleans Section, Corvallis-Lebanon Hwy, Linn County
Slope Protection Project

Same as No. 1.

18. Thomas Creek (Schindler) Bridge Section, Albany-Lyons Hwy, Linn County
Bridge Repairs Project

Same as No. 1.

19. Lost Creek Bridge Section, Willamette Hwy., Lane County
Bridge Repair Project

Same as No. 1.

20. 25th Street SE-37th Avenue SE (Salem) Bikeway Section, North Santiam and FAS 270, Marion Co.
Grade, Pave and Structure Project

Project designed specifically to provide a separated bikeway along State Street in East Salem.

21. Independence Junction-West Salem Bikeway Sec., Willamina-Salem Hwy, Polk County
Grade and Pave Project

Project designed specifically to provide a separated bikeway from Independence Junction to Wallace Marine Park in West Salem.

22. Delta Hwy-Coburg Road (Eugene) Section, Willamette Hiteway, Lane County
Grade and Pave Project

Project designed specifically for a bike route along the north shore of the Willamette River. Previously on February 22 meeting agenda.

23. Railroad Avenue at Newmark Street (North Bend) Section, Oregon Coast Hwy, Coos County
Traffic Signal Project

Same as No. 1.

24. 10th Street at "C" Street (Baker) Section, La Grande-Baker Hwy, Baker County
Traffic Signal Project

Same as No. 1.

25. San Marine State Wayside, Lincoln County
Beach Access Project

Footpaths will be provided from parking lot to the beach area.

26. Otter Point State Park, Curry County
Day Use Improvement Project

Same as No. 1.

27. Emigrant Springs State Park, Umatilla County
Utility Building Project

Same as No. 1.

These matters will be on the agenda for the September 19 meeting and your approval is requested.

JDM:jp el
bc: Cecil Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

SEP 5 - 1972

FOR FILE

DEPARTMENT OF JUSTICE

Memorandum

TO: Robert A. Holland and Donald J. Howe DATE: August 31, 1972

#78416

FROM: L. I. Lindas

SUBJECT: Condemnations - Ara Are (Gresham) Line (see attachment)

The Highway Division is most anxious to let a construction contract next month to improve the above line. There are five properties under condemnation that are pending trial. I am informed that George Meade, counsel for defendants, would not give us a permit of entry.

Please do what you can to expedite the trials, or settlements if possible, that this improvement work may be completed this construction year.

I would suggest trial by Judge if you're satisfied that this would be proper in an individual situation. I am informed that on an award of the contract, the contractor will be informed. Possession of the properties will be withheld for an additional 60 days, if necessary.

Be sure you check to see that the 90 day notice has been given and also the 30 day notice, unless you have some "positive" assurance from George Meade they will get out. In the Larsen case (L-6590) even though judgment was entered and paid, Meade couldn't get his client to move.

Do your best to assist the Division in this effort.

E. B. KLABOE
NOTED

LIL:jn
cc: Mr. John E. Moore
Mr. Tom Edwards
Mr. Larry W. Rulien
Mr. David H. Moehring

RECEIVED
STATE HWY ENGR
AUG 31 '72
REFER TO
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File ✓

8/18/72

RECEIVED
AUG 21 1972
RIGHT OF WAY

FILE NO.	GRANTOR	STATION	IMPROVEMENTS	CASE FILED	DEPOSIT MADE	NOTICE FOR POSSESSION	TRIAL DATE	REMARKS
44799 L-6590	Larson & Tourier	413+00 Holland	Garage and Shed	11/22/71 JT 8/1/72	12/10/71 Balance Paid 7/5/72		5/1/72 (Tried)	Larson refuses to move Attorney Mead suggested strong letter from Hwy to Larson. Referred To Mr. Hinds ← Fail
44809 L-6731	Fraser	425+00 Howe	Car Lot	6/1/72	6/20/72	7/21/72	None Set	Mead handling. No possession.
44810 L-6748	Luther	427+00 Howe	Commercial Garage	6/26/72	7/20/72	8/21/72	None Set	Won't give possession. Mead handling.
44812 L-6743	McGee	430+00 Holland	Building Supply Offices	6/6/72	6/20/72	7/21/72	None Set	Mead handling. No possession.
44813 L-6727	First State Bank	430+80 Holland	Plumbing Shop	5/26/72	6/16/72	7/17/72	None Set	Mead handling. No possession.
44837 L-6749	Miller	445+60 Holland	Market Service Station	6/30/72	7/24/72	8/24/72	None Set	Mead handling. No possession.
44795 NO LEGAL #	MFGO	309+50	Service Station	Optioned			XXX	Hwy dis to send tenant 30 day notice to vacate Done — 12 —
44787 NO LEGAL #	MFGO	390+50	Service Station	Optioned	8/7/72	9/6/72	XXX	Optioned. Good progres on new remodel.
44798 L-6689	Copeland	412 Howe	Lumber Yard	#379129 8/11/72	4/21/72	6/22/72	None Set	New building. Will start in one week. read to vacate Sept. 15 to 2

FORM E-30 (REV. 10-69)

FOR FILING

#7846

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 29, 1972

SUBJECT: Bicycle Ramps
Ava Avenue-East Burnside Street
(Gresham) Section
Mt. Hood Highway
Multnomah County

To:

Mr. Frank L. Hall
Design Engineer
Building

Please incorporate into the subject project plans bicycle ramps located at the center of each curb return at all street intersections. These ramps are to jointly serve wheel chairs, baby carriages and bicycles. Construction of these ramps is to be of the type similar to those constructed by the City of Salem on Northeast Market Street.

Mr. Don Harwell contacted Mr. McWilliams, City Manager of Gresham, for approval of the bike ramps by telephone on August 29, 1972.

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

By

James D. McClure
Locating Office Engineer

Approved 8-30-72
Location Engineer

JDM:jp
cc: E. S. Hunter
D. N. Harwell
L. W. Rulien
D. R. Byard

RECEIVED
AUG 30 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GP 932475-734

8/18/72

AUG 21 197

RIGHT OF WA

FILE NO.	GRANTOR	STATION	IMPROVEMENTS	CASE FILED	DEPOSIT MADE	NOTICE FOR POSSESSION	TRIAL DATE	REMARKS
44799	Larson & Fourier	413+00	Garage and Shed	11/22/71	12/10/71 Balance Paid 7/5/72		5/1/72 (Tried)	Larson refuses to Attorney Mead sugge strong letter from Hwy Larson. Referred To Mr.
44809	Fraser	425+00	Car Lot	6/1/72	6/20/72	7/21/72	None Set	Mead handling. No possession.
44810	Luther	427+00	Commercial Garage	6/26/72	7/20/72	8/21/72	None Set	Won't give possess Mead handling.
44812	McGee	430+00	Building Supply Offices	6/6/72	6/20/72	7/21/72	None Set	Mead handling. No possession.
44813	First State Bank	430+80	Plumbing Shop	5/26/72	6/16/72	7/17/72	None Set	Mead handling. No possession.
44837	Keller	445+60	Market Service Station	6/30/72	7/24/72	8/24/72	None Set	Mead handling. No possession.
44795	[illegible]	309+50	Service Station	Optioned			XXX	Hwy is to send tena 30 day notice to va Done — [illegible]
44787	[illegible]	390+50	Service Station	Optioned	8/7/72	9/6/72	XXX	Optioned. Good pro on new remodel.
44798	Copeland	412	Lumber Yard	#379129 7/11/72	4/21/72	6/22/72	None Set	New building. Will start in one week. to vacate Sept. 15

RECEIVED
AUG 11 1972
FOR FILING
#7846

August 10, 1972

593 TO Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Oregon Project US-583(2)
Ava Ave.-E. Burnside Section
Main City Park-Gresham Pedestrian U'xing-#16053
Your Reference: 10-35.6

The pedestrian tunnel that was the subject of your letter of August 1, 1972 was introduced into the preliminary plans for study at the request of the City of Gresham.

The City has agreed to drop this request and the tunnel will not be included in the project.

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Frank Hall
L. H. Young

cc Walt Dietz
8-10-72

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 1, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-583(2)
Ava Avenue-E. Burnside Section
Main City Park-Gresham Ped. U'xing - #16053

Preliminary plan data was furnished by Mr. Hart's July 5 memorandum.

We are unable to see why you desire to construct a pedestrian tunnel at this site. It appears that an at-grade crossing is available across the street. Tunnels are generally a last resort because they present major problems in police protection of users. In addition, construction will involve disrupting traffic for an extended period on E. Powell and present a safety problem. Furthermore, Johnson Creek is in the near proximity and could pose a water problem during construction and would probably add to the maintenance typical to this type of construction.

In view of the foregoing we ask that you reconsider construction of a pedestrian tunnel at this site.

8-4-72
Copies to
Johnson
Young

RECEIVED
AUG 1 1972
DESIGN SECTION

Approval
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

1 Hall
2 A. Olson
Scott
Swenson
K. Olson

8-3-72
Hunter

NOTED
E. S. HUNTER
Hall
Gd.

RECEIVED
AUG 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FILE NO.	GRANTOR	STATION	IMPROVEMENTS	CASE FILED	DEPOSIT MADE	NOTICE FOR POSSESSION	TRIAL DATE	REMARKS
44799	Larson & Fourier	413+00	Garage and Shed	11/22/71	12/10/71 Balance Paid 7/5/72		5/1/72 (Tried)	Larson refuses to move. Attorney Mead is handling
44807	Rourke	421+80	Arctic Circle Hamburger Stand	6/2/72	6/28/72	7/28/72	None Set	Tenant moved out. Equipment in storage. Attorney George Mead handling. Expect possession from lessee.
44809	Fraser	425+00	Car Lot	6/1/72	6/20/72	7/21/72	None Set	Mead handling. No possession.
44810	Luther	427+00	Commercial Garage	6/26/72	7/20/72	8/21/72	None Set	Won't give possession.
44812	McGee	430+00	Building Supply Offices	6/6/72	6/20/72	7/21/72	None Set	Mead handling. No possession.
44813	First State Bank	430+80	Plumbing Shop	5/26/72	6/16/72	7/17/72	None Set	Mead handling. No possession.
44837	Seiler	445+60	Market Service Station	6/30/72	7/24/72	8/24/72	None Set	Mead handling. No possession.
~~44787~~ 44775	ARCO	309+50	Service Station	Optioned			XXX	Optioned--Title problems. ARCO unsuccessful in vacating tenant from property.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 7, 1972

SUBJECT: Ava Avenue-S.E. Burnside Section
Mt. Hood Highway

To: D.H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Attention: John Oakes
Assistant R/W Engineer

There are still seven files handled by George Mead which are not in our possession. None of these are on the current trial schedule.

On File 44787-ARCO, the new station is under construction and we have been assured possession of the island, canopy, etc. within the taking by August 31.

On File 44795-G.E. Pension (ARCO), the lessee will not sign a Q.C. deed for ARCO and the deed from G.E. to ARCO is possibly invalid. Therefore, we cannot process this for payment and begin the 30 day clock to commence between payment and possession. ARCO has told me the operator will be out, but they are so devious in all our dealings involving this station, I hate to rely on this. I see no way of guarantying possession if ARCO will not give it. For this reason I urge you to have Legal take whatever steps necessary to get possession.

On File 44799, we request Legal assistance to evict the occupant.

Kenneth Rolfe
Right of Way Supervisor

KR:sdl

CC: D.H. Moehring
W.H. Haskin

RECEIVED
JUL 25 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

#78416

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 25, 1972

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

SUBJECT **Federal-Aid Project Funding**
Ava Ave.-E. Burnside St. (Gresham)
Mt. Hood Hwy., Multnomah County

The survey for the Federal-aid cooperative construction project on the Ava Avenue-E. Burnside Street Section in the city of Gresham has been completed. All clearances required under Federal regulations for public hearings, State and District Clearinghouses and location/design approval have been received.

This section is an improvement of the Mt. Hood Highway (Powell Blvd.) in the city of Gresham and consists of a curbed section with four 12-foot lanes with variable 4- to 10-foot shoulders and variable 4- to 16-foot median area. The total estimated cost for the project is $2,880,000, i.e., construction $1,400,000, right-of-way $1,480,000. By agreement, the City's 25 percent share will be $720,000 with the remainder being financed as a normal Federal-aid project.

This project was tentatively approved at your meeting of November 24, 1971 and listed on Program XII.

I recommend this project for an early letting and request your authorization to proceed with plans for construction utilizing Federal-aid funds.

This matter will be on the agenda for the August 8 meeting.

bc; Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Skoog
H. S. Cox
Gary Ross
Gary Sund
Ben Gifford
BLG:js cg

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Aux. Ave. - E. Burnside Unit
Highway Mt. Hood County Prefix 26-1450
Length 1.6 Designer Fulghum Draftsman Butts Date 6-21-72
Signed Title

Grading & Drainage $ 414,020

Surfacing $ 515,210

Extra Work

Mobilization	$ 44,500
Seeding & Mulching	1350
Flagging (State Share)	8000
Relocate Traffic Signals	60,000
Signing (Permanent)	17,000
Relocate Mail Boxes	135
Adjust City Water Utilities	18,700
Adjust Monuments	420

Total Extra Work $ 150,105

TOTAL $ 1,079,335

+ 20% Engineering and Contingencies $ 215,665

Structures

Pedestrian Xing	$ 105,000

Total Structures $ 105,000

Right of Way $

Total Estimated Cost $ 1,400,000

Form E-48

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Hwa Ave - E. Burnside
Mt. Hood Hwy (Gresham)
Mult. Co.

Est. - LFF 6-20-72
Prices - AB 6-21-72

Item	Unit	Net	Allow	Total	Price	Cost
Mobilization (Prelim., off the cuff)						B 44,500
Temp. Protection & Dir. of traf.	All			All		17,000
Clearing & Grubbing	All	(Incl. Removal)		All		18,000
Ditch Excavation	Cu. Yd.	122	13	135	4-	540
General " " "	"	15,481	1549	17,030	1 75	29,80
Spec. Borrow " " "	"	28,298	2832	31,130	2 50	77,82
Emb. Fdn. " " "	"	1586	159	1745	1 35	2356
Finish Rdbed & Slopes	Mile	1.6	—	1.6	3000-	4800
Trench Excavation	Cu. Yd.	2660	270	2930	5-	14,65
Special Filter Mat'l.	"	63	7	70	10-	700
Lime Treated Subg.	"	21,088	2112	23,200	0 55	12760
Lime in Plant Mix Bituminous Base	Tons	237 20,102	23 2008	260 22,110	35 — 9 35	9100 206,729
Cl. "B" Asph. Conc.	"	16,514	1651	18,165	(6.75 40....) 9 35	169,843
8" Sewer Pipe	Lin ft.	982	98	1080	4-	4320
12" " "	"	4785	480	5265	5-	26,325
15" " "	"	1007	103	1110	6-	6660
18" " "	"	543	57	600	8-	4800
24" " "	"	137	13	150	15-	2250
30" " "	"	60	6	66	20-	1320
12" Culvert "	"	32	3	35	5-	175
6" Drain "	"	238	24	262	3 25	852
8" " "	"	240	25	265	4-	1060
Conc. Inlets Type "CG-1"	each	60	6	66	250-	16,500
" " " "G-1"	"	10	1	11	220-	.2420
Conc. Manholes	"	10	1	11	675-	7425
Adjust " "	"	51	5	56	150-	8400
Struct. Exc. (walls)	Cu. Yd.	200	20	220	5-	1100

Form S-69

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Burnside Ave. - E. Burnside
Mt Hood Hwy (Gresham)

LFF 6-20-72

	Item		Unit	Net	Allow	Total	Price	Cost
Concrete	Curbs		Cu.Yd.	534	56	590	60-	35,400
"	"	Walks	Sq.Yd.	6590	660	7250	6 50	47,125
"	"	Driveways	"	3132	313	3445	7 50	25,838
A.C.	Approaches		Cu.Yd.	242	23	265	15-	3975
Aggreg.	Base in	Approaches	"	486	49	535	8-	4280
Granular	Backfill		"	1586	159	1745	8-	13,960
Guide	Posts		each	14	2	16	10-	160
Cl. "A"	Conc. in	Box & Walls	Cu.Yd.	107	11	118	125-	147,500
Reinf.	in Box &	Walls	Lbs	9940	995	10,935	0 30	3280
Seeding &	Mulching		acre	2.7	—	2.7	500-	1350
							#	975,080
						Flagging (State share)		8000
						Signing (Permanent)		17,000
						Relocate Mail Boxes		135
						Adjust City Water Utilities		18,700
						Adjust Monuments		420
						Relocate Traffic Signals		60,000
								1,079,335
						20% E.&C.		215,665
						TOTAL G.&P.	#	1,295,000
						Pedestrian Fixing		105,000
						TOTAL CONST.	#	1,400,000

RECEIVED
JUL 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

#7846

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 20, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project US-583(2)

We are submitting program data for one project, Item No. 165, Project No. US-583(2), "Ava Ave.-E. Burnside St. (Gresham) Section", which we desire to have included in the Federal-aid Urban Program.

It is our present intention to receive bids for this project on August 31, 1972.

Location/Design approval was granted by FHWA under Memorandum of July 7, 1970. For additional information see right-of way Project No. SU-583(1).

Enclosures

JG:kds

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Rev. 7-20-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	US 26 Ava Ave. to E. Burnside St. (Gresham) 21 55	ADT	11,300	14,500* (66)	92 (70) (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	Gr., Dr., High-Type Pave, Traf.Sig. 28 42	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 US- 23	7 583

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD	Urban	Multnomah	051 (14) (16)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31 Portland	S	956 (32)	26 (36) (37)	26 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1415)	(18	41	42	43 46	53	US 26 Ava Ave. to E. Burnside St. (Gresham)	(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"Ava Ave.-E. Burnside St. (Gresham) Section"					
5					CONST (CODE) 6203 Y060			1.65	1,400,000	889,000	161,000	350,000(city)
							PROJECT TOTALS	1.65	1,400,000	889,000	161,000	350,000(city)

CARD	CODE	PREPARED BY
1	1	

CARD	CODE	PROGRAM APPROVAL DATES
1	14	(16) (23) (24) (83)

REMARKS

Additional Data: Item No. 1051; Projec

*Based on completion of Mt. Hood Fwy.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

Rev. 7-20-72

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 26 Ava Ave. to E. Burnside St. (Gresham)	ADT	11,300	14,500*	92	10	Oregon	35	032	165

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
gh-Type Pave, Traf.Sig.								US-	583	(2)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban	Multnomah	051	

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.		PROGRAM STAGE
Portland	S	956	26	26		1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 26 Ava Ave. to E. Burnside St. (Gresham)						Gr., dr., H.T. pave,, curbed section with 4-12' lanes, 14' median & 3' to 10' shldr. areas (0.79 mi. 3' curb offset ea. side; 0.82 mi. 10' parking area ea. side), revision & installation of traffic signals.
ROW		"Ava Ave.-E. Burnside St. (Gresham) Section"						ROW-100' normal, Access control-none; Parking restrictions-part.; Utilities-adj. required including preparatory work.
CONST (CODE) 6203 Y060			1.65	1,400,000	889,000	161,000	350,000(city)	
PROJECT TOTALS			1.65	1,400,000	889,000	161,000	350,000(city)	

PREPARED BY

PROGRAM APPROVAL DATES

*Based on completion of Mt. Hood Fwy.

REMARKS

Additional Data: Item No. 1051; Project No. SU-583(1).

(over)

USCOMM DUSCOMM-DC 48908-P61

AVA AVE.-E. BURNSIDE ST. (GRESHAM) SECTION

PROJECT NO. US-583(2)

REMARKS - continued

Project Data:

Grade, drain and high-type pavement providing a curbed section with four 12-foot travel lanes, 14-foot median and 3-foot to 10-foot shoulder areas (0.79 mile with 3-foot curb offset each side and 0.82 mile with 10-foot parking area each side). Construct a 5-foot concrete walk on each side. Traffic signals consisting of adjusting, updating and new installations including interconnect control system, as required, at intersections of E. Powell Blvd. at Walters Rd., S. Main Ave., S.E. Hood Ave., S.E. Cleveland Ave. and Hogan Ave.

Utilities:

Adjustment of the following (Type Code Y060):

City of Gresham	$15,000
Northwest Natural Gas Company . .	1,000
General Telephone Company	1,000
Portland General Electric Company	1,000
City of Portland	1,000
	$19,000

NOTE:

(1) Location/design approval granted July 7, 1970 by FHWA. For additional information see right-of-way Project No. SU-583(1).

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

RECEIVED
JUL 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

#7946

HIGHWAY BUILDING • SALEM, OREGON • 97310
July 11, 1972

TO: G. L. Green, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
JOHN R. OAKES

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: File Nos. 44834 and 44798
Ava Ave.-Burnside Section; Mt. Hood Highway; Project SU-583(1)

We request your authorization to negotiate a revision of the contract with R.A.V. Wrecking Company to include the building and part of a building described in the attached copy of a letter from Mr. Haskin.

These properties are under condemnation and we have a supplemental agreement with the owners and their attorney to allow this demolition.

If we took the normal time to advertise a new contract, it would be impossible to complete the clearance of the project by the scheduled bid-opening date.

JRO:ha
cc Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

NOTED
TOM EDWARDS

JUL 11 19[illegible]

RECEIVED
JUL 11
FOR FILING

OREGON STATE HIGHWAY DIVISION

#78446

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 5, 1972

TO Glen L. Green, Acting
~~R. H. Strandell~~, Division Engineer
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT Main City Park, Gresham
Pedestrian Undercrossing
Ava Ave.-E. Burnside Street Sec.
Mt. Hood Highway
Multnomah County Bridge 16053

Enclosed are two prints of drawing 28361 and sheet 4 which are the preliminary plan and elevation and grading plan for the pedestrian undercrossing.

This is to provide pedestrian access to the Main City Park under East Powell Boulevard in Gresham. This layout is as presented to us by the city of Gresham's architects, Mitchell, McArthur, Gardner and O'Kana with modifications required to fit the actual site dimensions and controls.

The estimated cost based on approximate quantities is $55,800 for the tunnel section. The estimated cost on the ramps and stairs is $85,800, which would be the city's obligation. Both costs include an allowance for engineering and contingencies.

JEB:jbk
Enclosure

cc: A. E. Johnson
L. H. Young
V. E. Skoog

Rec'd 1-6-72 AEJ

RECEIVED
JUL 1[illegible]72
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 5, 1972

TO: G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: FEDERAL PROJECT: SE 583(1)
Ava Ave.-SE Burnside Rd. Sec.; Mt. Hood Highway

We request your concurrence in the public auction of equipment in the Gresham area on July 21, 1972. This equipment is all on the subject project on the Mt. Hood Highway. The account number is 26-2543P. If we are unable to sell the equipment, we further request your approval of and authorization to proceed with their demolition in a demolition contract.

This sale and clearance of this equipment will be in accordance with the State's demolition plan.

JRO:ha
Attachment
cc Tom Edwards
F. B. Klaboe
L. H. Young /w/ att.
V. E. Skoog
W. H. Haskin
M. R. Mitchell /w/ att.

NOT.
TOM ED..

JUL 6 1972

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JUN 2 2 1972

#7846

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 16, 1972

TO L. W. Rulien, Region Engineer
REGION I

FROM Frank L. Hall
Design Engineer

SUBJECT Ava Avenue-Burnside Section
Pedestrian Undercrossing
Mt. Hood Highway
Multnomah County

This will confirm our conversation this morning on the estimated costs of the pedestrian undercrossing in Gresham. The estimated cost of the tunnel section is $57,000 and the estimated cost of the approach stairs and ramps is $48,000.

I have asked the Bridge Section to get started on the Design.

NOTED
E. S. HUNTER

FLH:jg
cc: E. S. Hunter
Walter J. Hart
H. S. Cox

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1972

To:

Mr. D. H. Moehring
Right of Way Engineer

O F F I C E

SUBJECT: AGENDA - June 27, 1972
Clearing of Ava Ave.-East Burnside Section of the Mt. Hood Freeway, Multnomah County

On June 5, 1972, at 11:00 A.M., at the office of the Property Manager, sealed bids were received for the above project. The following is the only bid received.

RAV Wrecking Co. $8,440.00

We are attaching information giving our cost estimate, contract forms and maps.

We are asking for telephonic approval for award of this contract.

from June agenda

W. H. HASKIN
Property Manager

approved by Jackson 6/16/72 9:30 AM J. R. Laux

cr

cc: L. F. Sheridan
Clifford Laux

cc Query

NOTED
FLOYD QUERY

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 24, 1972

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT:

Progress Report
Ava Avenue-E. Burnside Section
Mt. Hood Highway
Multnomah County
Fed. #SU 583(1)

Initial authorization to purchase R/W on this project with State funds was received on August 10, 1970. Except for two hardship files, it wasn't until October 27, 1970 that the first 20 descriptions were received. By November 16, 1970, descriptions on the original 86 files had been received. Authorization to purchase with Federal funds was received on March 31, 1971. The last 34 of these were retyped to change the permanent easements to temporary status. On January 25, 1972, 19 revisions were received changing all the temporary easement files not optioned back to permanent easements so they could be condemned. On April 28, 1972, we received 23 additional slope easements. These have been reduced to 14 that were absolutely necessary.

At the time this project was begun, appraising on I-205 was in full swing and most of the fee appraisers had obligated themselves to that project. We, therefore, went to Bend and hired Lloyd Farley and Jack Lewis on many of the Gresham files. This has caused considerable delay when additional information was required from the appraiser or the appraisal had to be revised. It takes much more time getting this done by an out-of-town appraiser than a local one. If we could maintain proficient staff appraisers, this project could have been completed in much less time and at much less cost. By March 31, 1971, there had been 84 appraisals assigned to staff and fee appraisers with emphasis on the improved properties. On every taking estimated at over $50,000, two fee appraisers were assigned.

To date the following appraisals have been made:

Original real estate appraisals	140 (includes 51 staff)
Cost to cure appraisals	24
Equipment appraisals	34
Sign appraisals	45 (staff)
TOTAL ORIGINAL APPRAISALS	243
Total revised appraisals from all causes	109
TOTAL ORIGINAL & REVISED APPRAISALS	352
Total cost of original fee appraisals	$73,951.50
Total cost of revised fee appraisals	1,068.31
TOTAL COST OF ALL FEE APPRAISALS	* $75,019.81

There has been a total of 62 descriptions revised, resulting in the 109 revised appraisals. As near as we can determine, these revisions were from the following causes:

Right of Way Department (Caused by updating appraisals, additional sales information, additional cost-to-cure estimates, correcting fee & staff appraisals etc.)	23
Legal Department (Caused by changing easements from temporary to permanent, etc.)	51
Engineering Department (Caused by changing descriptions to correct area, to reflect property segregations, to eliminate areas in dedicated streets, for additional slope easements, etc.)	32
Property Owners (Caused by requests to alter R/W lines, etc.)	3
Total Revised Appraisals	109

*This does not include fee appraisal work beyond May 22, 1972, or the cost of staff appraisers. This amount would pay the salary of five staff appraisers for a year.

On each of the 62 files that were revised after the original offer benefit letter was written, a new offer benefit letter had to be given and contact made. This has put an additional work load on the secretarial staff, as well as the negotiator. It also has had a serious affect on the morale of the negotiators. Each time the follow up on a revised offer is made, it has to be explained. Many times this is embarrassing to the agent and to the Department. This is particularly true if the offer has been reduced because of inaccurate areas or other calculations. Public resentment toward highway projects and the Highway Department has been due, in part, to implementing the acquisition process prior to completion of the final design, and leaving little lead time for an orderly acquisition program. This has subjected us to public criticism and ridicule. It has also been very costly and time consuming.

There has been six negotiators working on this project. A review of each agent's diary has revealed the following:

Personal or letter contacts on the original appraisal	379
Personal or letter contacts on the revised appraisal	115
TOTAL	494
Telephone contacts on the original appraisal	512
Telephone contacts on the revised appraisal	95
TOTAL	607

The number of personal contacts appear excessive, but this is only slightly over five per file. Considering the complexity of some of these files, this average is not surprising. However, the above figures do not show that there were many calls made above this average on relatively simple inexpensive acquisitions. There were several reasons for this, such as inexperienced negotiators and the fact that many of these people were advised not to settle for our first offer. The precedent has been set that we seldom condemn for less than $500, and we will pay that much more to avoid going to court. Fair market value is not the prime requisite for an amiable settlement. Unfortunately this has been the attitude of important people in the community and their relatives.

We have heard that some people were complaining that negotiators had been pulled off the job and hadn't called them in months. In some cases where we have had to wait for revised appraisals and appraisal reviews, there were considerable delay. These people were advised there would be a delay and why. Some grantors, after reaching an apparent impass in negotiations, were advised that the file would be turned over to the Legal Department. This was done and no further contact was made until the letter of final offer came out.

There were several files delayed where a king-pin type grantor was involved. That is, where three or four grantors were waiting until one leader did something. File 44776 was such a file. Mr. Deaville, the grantor, was the father-in-law of Bill Hessel, Jr., member of the City Council. We had two appraisals on this file. One was for $2,400 and the other for $2,050. The review was for $2,400. Melvin Monroe, the negotiator, made the following contacts:

April 6, 1971 - Initial contact with offer benefit letter.
April 20, 1971 - After researching sales supplied by the grantor that were not considered comparable, this contact was made.
May 18, 1971 - Further negotiation. The grantor wanted $3,450 and it could not be justified.
May 24, 1971 - The grantor was told the file would be turned over to Legal.
May 28, 1971 - A recommendation for condemnation was sent to Salem.
July 8, 1971 - The follow up was made on the final letter of offer dated 6/28/71.
July 9, 1971 - The final letter of offer was not accepted.
Sept. 7, 1971 - The complaint was filed.
Sept. 17,1971 - Mr. Deaville called Mr. Monroe with a counter offer of $3,000. This was refused.
Sept. 20,1971 - A settlement of $2,550 was arrived at. This increase of $150 was based on updating the appraisal for the six months since it was written.

Mr. Monroe immediately after this received options from three of Deaville's neighbors that would not negotiate.

Negotiations on this project have been long and arduous. There has been considerable public sentiment against the project and against selling property to the Highway Department.

There apparently was an organized resistance from property owners. One negotiator had several grantors inform him of meetings they had attended where they were advised to resist settling and they would get more money. A grantor advised him that a Portland appraiser, Malcom McLean (ex-O.S.H.D. R/W agent) was present at these meetings and was advising people what they should be paid for their property and who a good attorney was.

On November 3, 1971, the Legal Department was advised by this office that Mr. George Mead was representing or advising about 14 grantors, and these files should be given priority if we were to get possession in time for the May 31, 1972 contract letting. Mr. Mead resists possession until after the jury view. Unfortunately, this was not done and we still need possession of a number of these files.

At the present time there are 20 active files on this line. Only File 44781-US Post Office involves a taking. The remaining files are slope easements and 12 of these are considered necessary by the Engineering Department. All other files have been optioned except the following:

Files remaining to be R/C'd:
44781-U.S. Post office

Files R/C'd but waiting for final letter of offer:
44795-G.E. Pension Trust (ARCO) - we are suppose to receive the option 5/30/72.
44801-Fieldhouse
44810-Luther - This was a defunct service station. The City issued a building permit to remodel it 7/16/71. Before we could get it appraised, etc., it was in operation.
44837-Seiler - Description being revised so easement will miss the building.
44812-McGee

Files having letters of final offer not yet refused:
44809-Fraser
44821-Wallen
44822-Lewis (Wallen C.P.)
44823-Naylor (Wallen C.P.)
44855-Gulf Oil Co.

Files having letters of final offer refused but complaints not filed:
44849-Gilbert
44818-Hawes
44813-First State Bank (McGee C.P.)
44808-McMinnville Investment Co.
44807-O'Rourke

Files having complaints filed but not on the trial schedule:
44798-Copeland Lumber Co.
44834-Copeland Lumber Co.
44833-Harris
44841-Stadium Realty Co.

Files 44844-Hoar and 44845-Ramey are in trial today. File 44804 was scheduled for trial last week but was settled.

In short, there are 16 files with improvements which we are not in possession of at this time.

To date there has been three demolition contracts let on this project and a fourth contract is to be let June 5, 1972. There has been four properties cleared to date and eleven under contract. The June 5th contract includes two more properties.

For your information I am attaching a current roster of the Gresham City Council and the Gresham Planning Commission.

Kenneth Rolfe

KENNETH ROLFE
District R/W Supervisor

KR:KF

CITY COUNCIL

1970

NAME & MAILING ADDRESS	TELEPHONE	TERM EXPIRES
G. Alan Fisher - Mayor Bus: 400 NE Roberts (Mail) Res: 705 NW Overlook Gresham, Oregon 97030	 665-9144 665-3612	Jan. 1973 ~~Jan. 1971~~
Herb Wandtke Res: Wonderview Avenue P. O. Box 392 Gresham, Oregon 97030	 665-2057	Jan. 1973
* Bill Hessel Jr. Res: 810 No. Main (Mail) Bus: 1925 E. Powell Gresham, Oregon 97030	 665-2322 665-6131	1975 ~~Jan. 1971~~
* Ross Fanning Res: 605 NW Overlook (Mail) Bus: 1980 E. Powell Gresham, Oregon 97030	 665-3513 665-0141	1975 ~~Jan. 1971~~
Lynn McKeel Route 3, Box 185, Res: (Mail) Bus: 290 NW 10th Dr. Gresham, Oregon 97030	 665-5536 665-4797	Jan. 1973
* Sid Bartels 1437 W. Powell Res: ~~335 NW Towle~~ (Mail) Bus: 130 NE 4th Gresham, Oregon 97030	 665-8207 665-2310	Jan. 1973
Elmer Summerfield Res: 75 NW Ava Bus: North Gresham Grade Gresham, Oregon 97030	 665-8616 665-8380	1975 ~~Jan. 1971~~

GRESHAM PLANNING COMMISSION

FOUR (4) YEAR TERMS

NAME & MAILING ADDRESS	PHONE	TERM EXPIRES
* Chet McRobert, Jr. P. O. Box 151 Gresham, Oregon	Bus: 665-0101 Res: 665-4800	12-31-73
M. Keith Hansen 1760 S. W. Blaine Avenue Gresham, Oregon	Bus: 665-8096 Res: 666-1117	12-31-72
Jack Nightingale P. O. Box 17 Gresham, Oregon	Bus: 665-6131 Res: 665-4759	12-31-75
Kenneth Bateman 520 W. Powell P. O. Box 407 Gresham, Oregon	Bus: 665-2128 Res: 665-3385	12-31-73
Sam Grover 1155 N. W. 4th Gresham, Oregon	Bus: 227-3731 Res: 665-3490	12-31-74
R. D. Patton 1180 N. E. Country Club Ave. Gresham, Oregon	Bus: 761-7570 Res: 665-9830	12-31-72
Robert Brunmier 2175 N. E. Country Club Ct. Gresham, Oregon	Bus: 225-6411 Res: 665-8321	12-31-74
Lloyd Barnwell 740 N. W. Cascade Ct. Gresham, Oregon	Res: 666-1053	12-31-75
Carroll Hermanson 1615 N. W. 1st Gresham, Oregon	Bus: 228-7181,Ext. 509 Res: 665-3701	12-31-75

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 24, 1972

SUBJECT:

To: Mr. Kenneth Rolfe
District R/W Supervisor

O F F I C E

File 44815
Ava Avenue-E. Burnside
Mt. Hood Highway
Multnomah County
Fed. #SU 583(1)

In the course of a conversation with Mrs. McCalib concerning their buildings availability for rent from the State, we got into a discussion of the progress of the line.

I mentioned that I was surprised that Polar King had settled because of the meetings held in their building. Mrs. McCalib expressed her surprise also, because Polar King had gotten an attorney and then dropped him. I asked Mrs. McCalib who the attorney was that conducted the meetings. She said it wasn't an attorney, it was a man by the name of McLean. She told me he went around to the people on the street and gave them estimates of the value of their property. (This ties in with what the Bourgos and Mrs. Miller told me about a "real estate" man who gave them an estimate.) According to Mrs. McCalib, he also gave them the name and telephone number of Mr. Mead as a good attorney to have.

Phil Judson

PHIL JUDSON
Right of Way Agent

PJ:KF

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MAY 25 1972
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 24, 1972

TO F. B. Klaboe
Deputy State Highway Engineer

#78416

FROM Tom Edwards
State Highway Engineer

SUBJECT Telephonic Approvals from Chairman Jackson

On this date, Chairman Jackson approved the following:

(1) The Price Agreement procedure on the development of Campbell Street in Baker;

(2) The following demolition contracts:

#1 - J. V. Anderson Excavating Co.. SE Division-SE Foster Sec., I-205	$4,040
#2 - Heard Construction Co. NE Sandy-NE Glisan & NE Glisan-SE Division Sections, I-205	$5,250
#3 - Heard Construction Co. NE Glisan-SE Division & SE Division-SE Foster Sections, I-205	$5,750
#4 - R.A.V. Wrecking Co. Ava Avenue-East Burnside Sec., Mt. Hood Freeway	$5,440

TE:ms

RECEIVED
MAY 2 1972
FOR FILING

NOTE: (1) Please incl[illegible] proper titles for women offic[illegible]s---
i.e., Miss or Mrs.
(2) Write "To be appointed" if an officer not presently elected will be chosen later. Give date if possible.
(3) Return this form to:

H. S. Cox, Engineer
County and City Department
Oregon State Highway Division
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
NOV 18 1970
☐ ENGR. ☐ DOOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

#7846

City of Gresham Multnomah

City Hall Address 150 W. Powell

City Hall Zip Code 97030

City Hall Phone No. 665-3144

	NAME	Telephone No. *	Ext.
City Manager	Robert L. McWilliams	665-3144	24
Mayor	Alan Fisher	665-9144	
City Recorder	Arnold Evans	665-3144	23
City Attorney	George McAllister	665-4186	
City Engineer	Kent Cox	665-3144	27
Councilmen	Herb Wandtke	665-2057	
	Bill Hessel, Jr.	665-6131	
	Ross Fanning	665-0141	
	Sid Bartels	665-2310	
	Elmer Summerfield	665-8380	
	Lynn McKeel	665-4797	

* Please give prefix, if any, in full.

5-22-72
Cont

GRESHAM

RECEIVED
MAY 22 1972

Form FHWA-121 (12-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

#7246

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 19, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-583(1)
Ava Avenue-East Burnside Street (Gresham)
Clearance of Right of Way
(Refer to Mr. John R. Oakes' letter of May 5, 1972)

You are authorized to proceed with the clearance of residential and commercial units covering the five files listed in Mr. Oakes' letter by demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe and sanitary replacement housing which is available for immediate occupancy.

5-23-72

NOTED
TOM EDMONDS

RECEIVED
MAY 22 1972

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAY 19 1972
FOR FILING
7846

May 18, 1972

Mr. Robert L. McWilliams
City Manager of Gresham
150 West Powell Boulevard
Gresham, OR 97030

Dear Mr. McWilliams:

Mr. L. W. Rullen, Regional Engineer for the State Highway Division, advises me that he recently met with you, Mayor Fisher, and several City Council members to discuss the progress of the Ava Avenue-East Burnside Section of the Mt. Hood Freeway.

Mr. Rullen informs me that the buildings on the south side between Main and Roberts will be contracted for demolition on June 5, with 30 days being allowed for their removal. We are proceeding as rapidly as possible toward the August 31 contract letting. At the present time, there does not appear to be any problems with meeting this deadline.

Mr. Rullen will keep you advised of the progress of this project on a regular basis.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

FBK:1a
bc George M. Baldwin
F. B. Klaboe
E. S. Hunter
D. H. Moehring
Frank Hall
H. S. Cox
L. W. Rullen--Set up some procedure where you advise Mr. McWilliams of our progress on about a 2-week basis.

FORM E-30 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: May 16, 1972

To: Tom Edwards
State Highway Engineer

FROM:
L. W. Rulien
Regional Engineer

SUBJECT: Ava Avenue-E. Burnside Section
Mt. Hood Highway
Gresham

As requested in your letter of May 10, this date in company with W. J. Scofield, Resident Locating Engineer, and Kenneth L. Rolfe, Region 1 Right of Way Supervisor, I met with Dr. Fisher, Mayor of Gresham, Bob McWilliams, City Manager, and several members of the City Council to discuss progress and status of work on the subject section of highway.

The City had two major concerns:

(1) They felt we have not been acquiring our rights of way with reasonable dispatch. We went into this at some length; however, they indicated that basically the situation now is much the same as it was several months ago when they discussed the matter with Highway Administration people. We explained as best we could our procedures and problems and indicated that we were sure that at this time the acquisition processes were being expedited to the best of the Department's ability. They felt that if we had been more diligent the job would now be under contract and this construction season would not have been lost. They indicated further that they were concerned that the work remaining was such that we possibly would be unable to make the August letting date, thus causing further postponements.

Pleasant
PID

(2) They were concerned with our apparent inability to get the buildings on the south side of Powell between Main and Roberts demolished. They indicated that this was a sore point in the downtown area and a poor advertisement for the City. During our discussions it came to light the demolition of these buildings had been removed from our latest demolition contract. They felt that if progress could be shown on these buildings that it would help the local situation considerably. I told them that I would look into this matter and get back to them. On my return to the office I discussed this with D. H. Moehring. A little later Bill Haskin dropped into my office. He advised that he would advertise for demolition bids on these buildings on Monday, May 22,

that he would open the bids on June 5, and that the contractor would have 30 days for removal. I have advised the City Manager of this.

I believe the City will seek an audience with the Commission and/or the Governor unless they receive some written assurances from the Department that we will meet the August contract letting date.

LWR/cr
cc F. B. Klaboe
E. S. Hunter
Frank Hall
L. H. Young
D. H. Moehring
H. S. Cox
K. L. Rolfe
W. J. Scofield

RECEIVED
MAY 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

Const
Project
Maint
Gresham
Sr

DATE May 10, 1972

TO L. W. Rullen
Regional Engineer

FROM Tom Edwards
State Highway Engineer

SUBJECT Powell Boulevard Project in Gresham

Please contact Dave Moehring and Hil Young about scheduling of the Powell Boulevard Project in Gresham. Then contact the Mayor of Gresham to determine if a meeting is necessary. If it is, advise of a probable acceptable date. You may check with me by phone concerning a date.

TE:ms
cc George H. Baldwin (w/out letter)
F. B. Klaboe
L. H. Young
D. H. Moehring
N. S. Cox

RECEIVED
MAR 10 1972
FOR FILING

Cust
Proj
Muni Gresham
Spec

March 8, 1972

Mr. Robert L. McWilliams
City Manager of Gresham
150 West Powell Boulevard
Gresham, OR 97030

Dear Mr. McWilliams:

As a result of your February 22 letter addressed to Mr. Baldwin, the time schedule for the project on the Ava Avenue-S.E. Burnside Road Section of the Mt. Hood Highway, along with present and projected delays, has been investigated thoroughly.

Reviewing this matter, the State Highway Division entered into the cooperative agreement for this project with the understanding that we could not proceed until sufficient financing was available.

After we were advised that the City would get its share of the funds at an early date, it was determined that the only way our commitment could be advanced to an earlier date than anticipated would be to utilize Federal funds, since State funds were completely committed through the earlier time schedule.

The required corridor-design hearing was held on March 19, 1970, following which the transcript was submitted to the Federal Highway Administration. The State received Federal Highway Administration approval in July 1970. Descriptions were prepared and transmitted to the field for acquisition; however use of Federal funds for actual purchases was not approved until March 31, 1971.

Acquisition of right-of-way for this project has been extremely difficult as many of the property owners have refused to accept the value placed by our appraisers. This has necessitated additional appraisals and time in appraisal review. A time of 30 to 60 days to secure appraisals from fee appraisers is being experienced and this delays the schedule of the right-of-way acquisition for the project.

For your information, we are also faced with possible future delays as the attorney who is representing the majority of the owners intending to contest our offers in court usually will move the court to delay the State's taking possession of improved properties before a jury has had time to inspect them. This not only affects the contracting date itself but also the utility relocations because the utility companies cannot relocate their facilities until these improvements have been demolished.

These facts, plus the impounding of Federal Highway funds by the Office of Management and Budget will require that this project be scheduled for contracting in August. The latest release of funds was restricted to $12+ million as compared with an anticipated release of $20+ million.

The State presently is planning a demolition contract for the improvements between Main Street and Roberts Street for the latter part of March. Any future demolition contracts will depend upon having possession of the majority of improvements within the other sections.

This Division would greatly appreciate any aid you can give us in overcoming some of the actual and potential delays so that the scheduled contracting will not have to be postponed past the August date.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

JRO:ha/TE:ms
bc George M. Baldwin
F. B. Klaboe
John Oakes
L. W. Rulien

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

February 22, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

FILE 44782
Ava Avenue-S.E. Burnside Road Section
Mt. Hood Highway
Multnomah County
S.U.-583 (1)

Dear Mr. Baldwin:

I have been directed by the Mayor and City Council, and on behalf of many concerned citizens, to write this letter with reference to the above captioned project.

The City of Gresham made its first inquiry regarding this project on May 22, 1964. Subsequently, the Oregon State Highway Commission and the City entered into an Agreement on April 6, 1968 to accomplish this project. On October 7, 1969 the people of Gresham voted the City's share of monies for the project at a Special Election.

Since that time there has been constant effort on behalf of the City to obtain a time schedule for the project. At this time we still have not been informed of the exact position of the project. There seems to be constant procrastinating on the part of the State.

Several months ago we heard the job was scheduled for bidding in May; and subsequently a pre-construction meeting was held on January 6, 1972 for discussion on utility relocation, and within only a few days we heard through the "grapevine" the job had been re-scheduled to August 1972.

In reference to right-of-way acquisition we are aware that on many occasions right-of-way personnel were taken off the job thereby delaying that part of the project.

To say Gresham feels it has been mistreated on this project is putting it mildly.

We previously pointed out this project is also effecting the completion of the Gresham Central Park plus effecting many property owners affected by the project in their planning.

Therefore, at this time the Mayor and Council request a meeting as soon as possible at which time a definite plan can be accomplished.

Very truly yours,

CITY OF GRESHAM

Robert L. McWilliams
City Manager

RLMcW:b

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1972
FOR FILE

OREGON STATE HIGHWAY DIVISION

#7846

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1972

TO: R. E. Simpson, Division Engineer
Federal Highway Administration

JOHN R. OAKES

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: Ava Avenue-East Burnside Section, Mt. Hood Freeway, Multnomah County
SE-583(1)

We request your concurrence in the demolition of six buildings in the Gresham area on May 8, 1972. These buildings are all on the subject project on the Mt. Hood Freeway. The account number is 26-2543P.

The clearance of these buildings will be in accordance with the State's demolition plan.

These buildings are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

cc Tom Edwards
F. B. Klaboe
L. H. Young /w/ att.
V. E. Skoog
W. H. Haskin
M. R. Mitchell /w/ att.

NOTED
TOM EDWARDS

JRO:ha
Attachment

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA
#7846

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAY 1 - 1972

IN REPLY REFER TO:
EN-11

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

We are replying to your communication of April 5, 1972, to the Congressional Liaison relative to the correspondence you received from Mr. Robert L. McWilliams, City Manager, Gresham, Oregon. Mr. McWilliams expressed concern over the delay being experienced in scheduling the construction of Powell Boulevard in Gresham. With that letter there was enclosed a copy of a letter from Mr. Tom Edwards, State Highway Engineer, who advised of the difficulties in securing rights-of-way for the project and the limitation of available Federal funding.

The funds apportioned for improvements throughout the country are being released for obligation in accord with budgetary requirements and economic stabilization programs in effect since 1966. Although this has caused the rescheduling of planned highway improvements, it is not the controlling factor in this instance. The inability of the State to obtain possession or right of entry to many of the properties along the highway improvement has necessitated rescheduling of the project irrespective of the availability of Federal funds.

We are sending copies of your correspondence to our field representative in Oregon so he may be informed of local concern in the delay and the delays being caused to related local projects. Local officials may be assured that we will cooperate fully with the State in securing necessary funds as soon as sufficient rights-of-way have been acquired to permit construction.

Senator Bob Packwood has made a similar request for information and has been informed substantially as above.

RECEIVED
MAY 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

ROSS W. KRUSER

For M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

NOTED
F. B. KLABOE
NOTED
TOM. EDWARDS

Enclosure:
Transmitted Correspondence

CITY OF GRESHAM
OREGON
1005

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

March 22, 1972

Senator Mark O. Hatfield
Senate Office Building
Washington, D.C. 20510

RE: Powell Blvd.
S.U.-583 (1)

Dear Senator Hatfield:

Enclosed you will find letters of correspondence between the City of Gresham and the Oregon State Highway Department.

We are quite concerned about the time table of the above captioned project. The enclosed letter states that the problem is caused because money due the State is being held back at the Federal level.

We would appreciate any comments you might have in this regard.

Very truly yours,

CITY OF GRESHAM

Robert L. McWilliams
City Manager

RLM/ph
enclosures

MOH:l
4/5/72

RECEIVED
FOR F...

#7846

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

APR 24 1972

IN REPLY REFER TO:
EN-11

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Honorable Bob Packwood
United States Senate
Washington, D.C. 20510

Dear Senator Packwood:

We are replying to your communication of April 3, 1972, to the Congressional Liaison, Department of Transportation, Federal Highway Administration, relative to the correspondence you received from Mr. Robert L. McWilliams, City Manager, Gresham, Oregon. Mr. McWilliams expressed concern over the delay being experienced in scheduling the construction of Powell Boulevard in Gresham. With that letter there was enclosed a copy of a letter from Mr. Tom Edwards, State Highway Engineer, who advised of the difficulties in securing rights-of-way for the project and the limitation of available Federal funding.

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Sincerely yours,

M. F. Maloney

M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

Enclosure:
Transmitted Correspondence

NOTED
F. B. KLABOE

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

March 22, 1972

Senator Bob Packwood
Senate Office Building
Washington, D.C. 20510

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S.U.-583 (1)

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Very truly yours,

CITY OF GRESHAM

Robert L. McWilliams
City Manager

RLM/ph
enclosures

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

CITY OF GRESHAM
RECEIVED
MAR 1 1972
AM 11 12 PM

March 8, 1972

Mr. Robert L. McWilliams
City Manager of Gresham
150 West Powell Boulevard
Gresham, OR 97030

Dear Mr. McWilliams:

As a result of your February 22 letter addressed to Mr. Baldwin, the time schedule for the project on the Ava Avenue-S.E. Burnside Road Section of the Mt. Hood Highway, along with present and projected delays, has been investigated thoroughly.

Reviewing this matter, the State Highway Division entered into the cooperative agreement for this project with the understanding that we could not proceed until sufficient financing was available.

After we were advised that the City would get its share of the funds at an early date, it was determined that the only way our commitment could be advanced to an earlier date than anticipated would be to utilize Federal funds, since State funds were completely committed through the earlier time schedule.

The required corridor-design hearing was held on March 19, 1970, following which the transcript was submitted to the Federal Highway Administration. The State received Federal Highway Administration approval in July 1970. Descriptions were prepared and transmitted to the field for acquisition; however use of Federal funds for actual purchases was not approved until March 31, 1971.

Acquisition of right-of-way for this project has been extremely difficult as many of the property owners have refused to accept the value placed by our appraisers. This has necessitated additional appraisals and time in appraisal review. A time of 30 to 60 days to secure appraisals from fee appraisers is being experienced and this delays the schedule of the right-of-way acquisition for the project.

For your information, we are also faced with possible future delays as the attorney who is representing the majority of the owners intending to contest our offers in court usually will move the court to delay the State's taking possession of improved properties before a jury has had time to inspect them. This not only affects the contracting date itself but also the utility relocations because the utility companies cannot relocate their facilities until these improvements have been demolished.

These facts, plus the impounding of Federal Highway funds by the Office of Management and Budget will require that this project be scheduled for contracting in August. The latest release of funds was restricted to $12+ million as compared with an anticipated release of $20± million.

The State presently is planning a demolition contract for the improvements between Main Street and Roberts Street for the latter part of March. Any future demolition contracts will depend upon having possession of the majority of improvements within the other sections.

This Division would greatly appreciate any aid you can give us in overcoming some of these actual and potential delays so that the scheduled contracting will not have to be postponed past the August date.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Tom Edwards

Tom Edwards
State Highway Engineer

February 22, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

FILE 44782
Ave Avenue-S.E. Burnside Road Section
Mt. Hood Highway
Multnomah County
S.U.-583 (1)

Dear Mr. Baldwin:

I have been directed by the Mayor and City Council, and on behalf of many concerned citizens, to write this letter with reference to the above captioned project.

The City of Gresham made its first inquiry regarding this project on May 22, 1964. Subsequently, the Oregon State Highway Commission and the City entered into an Agreement on April 6, 1968 to accomplish this project. On October 7, 1969 the people of Gresham voted the City's share of monies for the project at a Special Election.

Since that time there has been constant effort on behalf of the City to obtain a time schedule for the project. At this time we still have not been informed of the exact position of the project. There seems to be constant procrastinating on the part of the State.

Several months ago we heard the job was scheduled for bidding in May; and subsequently a pre-construction meeting was held on January 6, 1972 for discussion on utility relocation, and within only a few days we heard through the "grapevine" the job had been re-scheduled to August 1972.

In reference to right-of-way acquisition we are aware that on many occasions right-of-way personnel were taken off the job thereby delaying that part of the project.

To say Gresham feels it has been mistreated on this project is putting it mildly.

We previously pointed out this project is also effecting the completion of the Gresham Central Park plus effecting many property owners affected by the project in their planning.

Therefore, at this time the Mayor and Council request a meeting as soon as possible at which time a definite plan can be accomplished.

Very truly yours,

CITY OF GRESHAM

Robert L. McWilliams
City Manager

RLMcW:b

RECEIVED
APR 20 1972
FHWA Oregon

#7846

Box 300
Salem OR 97303

File

April 18, 1972

10-35.1/335.1

R. E. Simpson, Division Engineer
Original Signed
R. E. Simpson

Oregon Project SU-583(1), Ava Ave. - E. Burnside
Congressional Inquiries

Ed Johnson of the Special Procedures Branch, Federal-Aid Division, Office of Engineering, EH-11, phone 202-427-0334) called as a result of Congressional inquiries concerning Oregon Project SU-583(1), Ava Avenue - SE. Burnside.

Reference was made to a letter from State Highway Engineer Edwards postponing the project u ntil August and citing Federal fluctuations in financing and right of way.

A check was made through the Design Section and the Right of Way Section. It was determined that right of way acquisition is controlling. This was relayed to Mr. Johnson.

Right of way, as reported, has the following status:

Total Parcels	Apprvd	Rvwd	Opt	P.E.	R/C	Open
87	86	86	58	0	27	2

Of the 27 under condemnation, Attorney George Read is handling 14 cases for landowners and has again received permission from the judge to retain possession against State law until after the condemnation trial.

cc:
Region (10-00.3)
Mathias
(FHWA (Edwards))
Simpson:nig

NOTED
E. R. KLAMBOA
APR 20 1972

4-20-72
Date

RECEIVED

OREGON STATE HIGHWAY DIVISION

P. O. Box 02157 Portland 97202 March 24, 1972

7846

City of Gresham
150 West Powell Blvd.
Gresham, Oregon 97030

Attention Mr. James R. Keller
Planning Director

Re: The Proposed Alignment
Mt. Hood Freeway
Gresham Area

Gentlemen:

Thank you for your letter of March 10, 1972 on the above subject that indicates the desirability of "pinning down" a proposed alignment and design for the Mt. Hood Freeway in the Gresham area. We anticipate a decision shortly on the proposed "corridor" for this facility. Upon corridor approval we will proceed with the location and design work which will culminate in a design hearing.

These processes do take time and in the interim period I will be most happy at any time to advise you and/or your staff, and will share with you the best tentative information that we have available.

Very truly yours,

L. W. Rulien
Regional Engineer

LWR/cr
bc E. S. Hunter
Victor D. Wolfe

RECEIVED
MAR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

GRESHAM

MULTNOMAH COUNTY, OREGON

Grant Butte

MT HOOD HWY NO 26

PORTLAND TRACTION CO.

CLACKAMAS COUNTY

GRESHAM
MULTNOMAH COUNTY, OREGON
CLACKAMAS COUNTY
N
- Under Planning Commission Consideration
- Approved for Construction

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

#7846

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 23, 1972

City of Gresham
150 West Powell Blvd.
Gresham, Oregon 97030

Conditional Use Permit
Ava Ave.-E. Burnside St.
(Gresham) Mt. Hood Hwy.
Multnomah County

Attention: Mr. Anrold Evans
City Recorder

Dear Sir:

We have received your notice of public hearing regarding the conditional use permit to operate a day nursery and/or private school at properties described as Lot 2 Block 1 of Boone Addition, City of Gresham.

Our concurrence of this application will facilitate the relocation of this established nursery to properties outside of the right-of-way required for the subject section.

Thank you for the opportunity to review this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

NOTED
E. S. HUNTER

L. H. Young
Programing Engineer

cc: E. S. Hunter
L. W. Rulien
D. R. Adams

RECEIVED
MAR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

STATE OF OREGON 1859

#7846

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 13, 1972

The Honorable Alan Fisher
Mayor of Gresham
150 West Powell Boulevard
Gresham, Oregon 97030

Dear Mayor Fisher:

Thank you for calling my attention to the proposed construction project on Powell Boulevard in Gresham and the delays that have occurred. The Highway Division has furnished me with a copy of their reply to Mr. McWilliams, and I am enclosing it. It is apparent from this information that there are many factors which have contributed to the delays, most of which could not have been foreseen at the time the project was conceived; and it is unfortunate that they have occurred.

I have investigated these carefully and believe they are unavoidable and possibly are factors that will need to be allowed for in all future highway construction involving the purphase of occupied improvements.

I hope this information will be of benefit to you and that some of the delays can be reduced to a minimum.

Sincerely,

Governor

TM:dm

Enclosure
bcc: Highway

RECEIVED
MAR 2 ? 1972

COPY

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

March 1, 1972

SUBJECT: File No. 44782
Ava Ave.-S.E. Burnside Road Sec.
Mt. Hood Highway
Multnomah County

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

Attached are suggested replies from Governor Tom McCall to Mayor Alan Fisher of Gresham and from Mr. Baldwin to Robert L. McWilliams, City Manager of Gresham.

The answer for Mr. Baldwin should possibly be checked in regard to the change of schedule from May to August if the information contained therein is incorrect.

John R. Oakes

John R. Oakes
Assistant R/W Engineer

JRO:ha

Attachments

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52475-734

2.24.72 Fisher to Highway

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

February 22, 1972

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

My dear Governor:

At the time you were in Gresham to dedicate the "Off-street Parking Project", I discussed some of the other projects underway to accomplish an overall program for the City. One of the projects was the widening of Powell Boulevard by the State Highway Department.

I am greatly concerned about that project as we seem to have real problems with the Highway Department in accomplishing the program.

At this time I would appreciate any assistance you might give in that regard.

We have directed the City Manager to write to Mr. Baldwin and I am enclosing a copy of that letter for your information.

Any assistance you are able to give in this matter will be greatly appreciated.

NOTED
F. B. KLABOE

Sincerely yours,

CITY OF GRESHAM

Alan Fisher

Alan Fisher
Mayor

AF:b

encl: (1)

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

City of Gresham

150 West Powell Blvd
Gresham, Oregon
665-3144

February 22, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

FILE 44782
Ava Avenue-S.E. Burnside Road Section
Mt. Hood Highway
Multnomah County
S.U.-583 (1)

Dear Mr. Baldwin:

I have been directed by the Mayor and City Council, and on behalf of many concerned citizens, to write this letter with reference to the above captioned project.

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Therefore, at this time the Mayor and Council request a meeting as soon as possible at which time a definite plan can be accomplished.

Very truly yours,

CITY OF GRESHAM

Robert L. McWilliams
City Manager

RLMcW:b

RECEIVED
MAR 14 1972
FOR FILING

A7846

March 13, 1972

301

Mr. Robert McWilliams
Manager, City of Gresham
150 West Powell Boulevard
Gresham, OR 97030

Dear Mr. McWilliams:

Demolition and Utility Relocation
Ava Avenue-East Burnside Street
(Gresham) Section
Mt. Hood Highway
Multnomah County

This is in response to your January 10 letter requesting consideration of an early demolition contract to facilitate property owner relocation as well as planning utility relocation.

Problems encountered in right-of-way acquisition prevent scheduling an early demolition contract for the entire project; however, steps have been taken to facilitate individual property acquisition so that individual demolition contracts may be let. Every effort will be made to assist property owners in planning and relocation. Considering the lengths of right-of-way to be opened, this procedure may not greatly benefit the relocation of utilities.

We will maintain close liaison with both your office and the utility companies so that any adjustment of conflicting facilities can begin at the earliest possible date.

Further information and assistance will be available through our Regional Utility Engineer, Mr. R. H. Rumbolz, 9200 McLoughlin Boulevard, Portland 97222, phone 654-7741, extension 262.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

cc Frank W. Smith
Portland General Electric

T. M. Kent
General Telephone Co.
of the Northwest, Inc.

bc George M. Baldwin
Tom Edwards
A. E. Johnson
D. H. Moehring
L. W. Rullen
F. D. Morgan
T. W. Litchfield
R. H. Rumbolz
Rob Cameron

JMC:dl 1a

GTE

GENERAL TELEPHONE COMPANY OF THE NORTHWEST, INC.

Routing

Keasey | Pease
Bond | Glenn
Walker | Litchfield
Johnsen | Berg

RECEIVED
FEB 8 1972
CONSTRUCTION SECTION

Gresham, Oregon
February 7, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. G. W. Litchfield
Railroad and Utilities Engineer

POWELL BLVD. - AVA AVE. TO BURNSIDE

I understand that Mr. McWilliams, Gresham City Manager has requested that the proposed reconstruction along Powell Blvd. through Gresham be divided into phases of demolition and construction.

The acquisition of the new right-of-way along the south side of Powell Blvd. requires us to relocate our entire pole and cable plant. In order to reduce conflicts between the various work schedules of your contractor, General Telephone, Portland General Electric and City of Gresham crews, we feel an interval between phases would be advantageous to all concerned. An analysis of our work functions indicates that a four to six month interval between demolition and construction would be very desirable.

Your consideration of this proposal will be greatly appreciated.

T. M. Kent.

T. M. Kent
Gresham District Manager

cc: Mr. R. L. McWilliams
Mr. Frank Smith

Edwards

PORTLAND GENERAL ELECTRIC COMPANY

GRESHAM DIVISION
335 N. E. Roberts
Gresham, Oregon 97030

REFERRED TO
Admin
BY SECRETARY

February 2, 1972

Noted
GEORGE M. BALDWIN

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Subject: Gresham: Ava Avenue-Powell Blvd

Gentlemen:

We would like to see you accept the request of Mr. McWilliams, the Gresham City Manager, that your reconstruction along Powell Boulevard thru Gresham be divided into phases of demolition and construction.

In order to minimize conflicts between the various work schedules of your contractor, PGE crews, Gresham crews, General Telephone crews, ect. it would appear to us to be most advisable to schedule a 4 to 6 month interval between the end of the demolition phase and the beginning of the (highway) construction phase.

We still have in mind the unfortunate conflicts on the US 26 job near Alder Creek and we would like to suggest that your office take the lead in developing an overall critical path schedule for the Gresham job. We would be pleased to co-operate in developing such a schedule under your leadership and will do our best to get our part of the work done as required by such a schedule. I am confident that the total costs to the community and to each individual contractor can be reduced substantially by some such procedure.

Respectfully yours,

Frank W. Smith

Frank W. Smith
Division Superintendent

2-10
ding to Litchfield
cpy to Kreder
cpy to Schneider

FWS:psd

cc: R.L. McWilliams
G. Everett

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE HIGHWAY COMMISSION

NOTED
TOM EDWARDS

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

Routing
Morgan
Decker
Walker
Boehme
Johnsen

RECEIVED
JAN 17 1972
CONSTRUCTION DIVISION

January 10, 1972

REFERRED TO
BY SECRETARY

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RE: Ava Avenue - Powell Blvd.

Gentlemen:

We understand your agency intends to bid demolition and construction as one schedule on the above captioned project.

At this time we respectfully request you reconsider this position and bid demolition earlier as a separate schedule.

The City has rebuilds on some of its utilities that should be located within the new right-of-way. Also Portland General Electric Company and General Telephone have facilities that will be located in the same areas.

It seems to us if demolition could be accomplished ahead of construction so utilities could be rearranged, it would expedite the project. This also would provide the individual property owner an opportunity to arrange his planning.

Secondly discussions with your engineers, we find your policy is to align sidewalks one foot out from property line. We request sidewalks be aligned on property line. This will provide more space for utility poles, etc. and prevent enroachment onto standard sidewalks.

We respectfully ask your full consideration of the above items.

RECEIVE
JAN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

CITY OF GRESHAM

Robert L. McWilliams
City Manager

RLM/ph
cc: Kent Cox

RECEIVED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

FOR FILE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 28, 1972

In reply refer to: 10-35.7

#78446

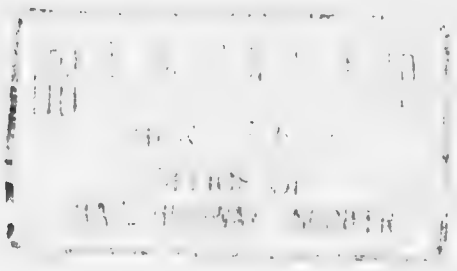
FROM : R. E. Simpson, Division Engineer
Salem, Oregon

3-3-72

SUBJECT: Oregon Project SU-583(1)
Ava Avenue - East Burnside
Clearance of Residential Units
(Refer to Mr. John R. Oakes' letter of February 25, 1972)

You are authorized to proceed with the clearance of residential units covering Files 44803 and 44806 by public auction sale on March 9. If you are unable to sell the improvements, you are authorized to remove them by right of way demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe and sanitary replacement housing which is available for immediate occupancy.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
FEB 28 1972
FOR FILING

#78446

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
February 25, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

SUBJECT: Ava Avenue-East Burnside
Road Section
Mt. Hood Highway
Multnomah County

Yesterday you asked me if I thought we would have this project ready for the August 31 Bid Letting as shown on the latest schedule. At that time I neglected to consider that Mr. George Mead is representing some 20 owners and it is quite possible that nearly all of these files will go through condemnation. As you know, Mr. Mead requires that the improvements not be turned over to the State until they have been viewed by the jury. If this is going to be true for this project, this makes the trial for these files critical in the State getting possession of the property.

By a copy of this letter I am asking our district supervisor and our condemnation section to get these files to Legal as soon as possible so these cases can be tried prior to August 31.

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc Leonard Lindas
Kenneth Rolfe
Armand Riveness

NOTED
F. B. KLABOE

RECEIVED
FEB 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52478-734

RECEIVED
FEB 2 1972

#7846

PORTLAND GENERAL ELECTRIC COMPANY

GRESHAM DIVISION
335 N. E. Roberts
Gresham, Oregon 97030

REFERRED TO
Adams
BY SECRETARY

February 2, 1972

Noted
GEORGE M. BALDWIN

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

2-15-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

Subject: Gresham: Ava Avenue-Powell Blvd

Gentlemen:

We would like to see you accept the request of Mr. McWilliams, the Gresham City Manager, that your reconstruction along Powell Boulevard thru Gresham be divided into phases of demolition and construction.

In order to minimize conflicts between the various work schedules of your contractor, PGE crews, Gresham crews, General Telephone crews, ect. it would appear to us to be most advisable to schedule a 4 to 6 month interval between the end of the demolition phase and the beginning of the (highway) construction phase.

We still have in mind the unfortunate conflicts on the US 26 job near Alder Creek and we would like to suggest that your office take the lead in developing an overall critical path schedule for the Gresham job. We would be pleased to co-operate in developing such a schedule under your leadership and will do our best to get our part of the work done as required by such a schedule. I am confident that the total costs to the community and to each individual contractor can be reduced substantially by some such procedure.

NOTED
F. B. KLABOE

Respectfully yours,

Frank W. Smith

Frank W. Smith
Division Superintendent

2-18-72
Rubin will work w/ Dave Mashburn who will arrange Demolition Contracts to Bldg purchased + now empty. Litchfield to coordinate by Rubin re utilities.

FWS:psd

cc: R.L. McWilliams
G. Everett

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED

FOR FILING

#7846

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Ava Avenue-East Burnside Street (Gresham)
Highway: Mt. Hood (FAR 24)
County: Multnomah
Prefix: 26-1450

Res. Engr. W. Scofield
Approx. Length 1.65+ miles
Sta. _____ to Sta. _____
Date 1-25-72

Mean Truck A.D.T. 432
Traffic Coefficient 8.5
18 kip s. a. per day 80.9
(1)

Annual Precipitation 44"+
Frost Penetration ---
CBR Total Requirement 28.5"

Typical Soil

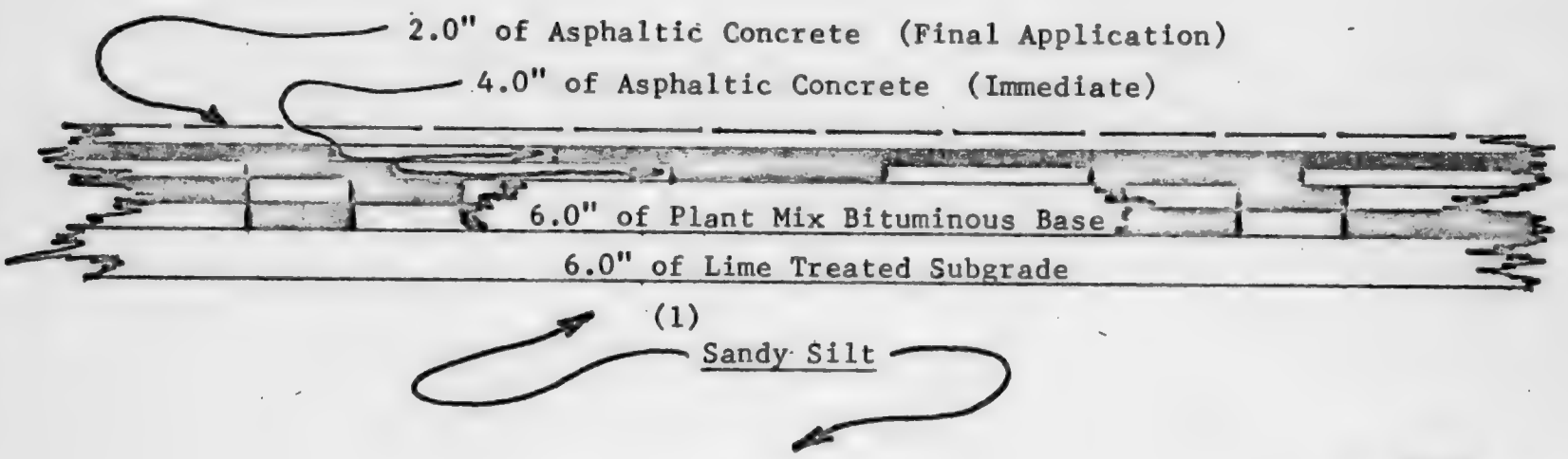
29	LL
3	PI
100	%P 10
87	%P 200
0	% Gravel
4	% C Sand
9	% F Sand
71	% Silt
16	% Clay
5	R Value
A-4	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
11.0	6.0	P.M.B.B.
5.0	6.0	L.T.S.
28.0	18.0	

STRUCTURAL SECTION
NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Plant Mix Bituminous Base
6.0" of Lime Treated Subgrade
(1)
Sandy Silt

NOTED
E. S. HUNTER

-over-

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Submitted by E. J. Berg
Base Design Engineer

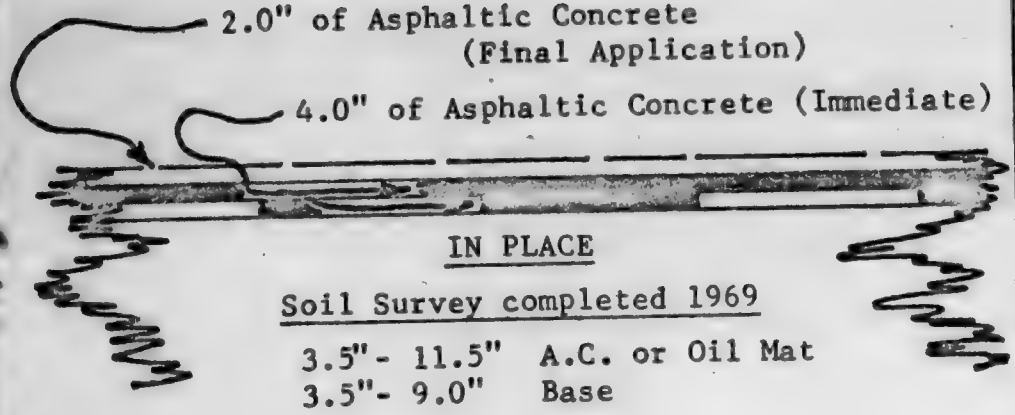
Recommended by John Skinner
Engineer of Materials and Research

Recommended by Walter E. Wagle
Location Engineer

Approved by E. S. Hunter
Asst. State Highway Engineer

STRUCTURAL SECTION

*EXISTING ROADWAY (Where Utilized) CBE Total Requirement = 28.5"



Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
IN	PLACE - Average	
11.5	6.5	A.C. or Oil
4.0	7.0	Base
27.5	19.5	

IN PLACE

Soil Survey completed 1969

3.5"- 11.5" A.C. or Oil Mat
3.5"- 9.0" Base

(1)
Sandy Silt

* Width of sections and areas to be salvaged are at the discretion of the Resident Engineer.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Ava Ave. - East Burnside St. (Gresham)

HIGHWAY: Mt. Hood (FAR 24)

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	*Aggregate Base*	*1.0"-0 Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	3.0"	---	8.0"	6.0"	25.5"	20.5"
6.0 - 7.0	3.0"	---	---	11.0"	6.0"	22.0"	20.0"
4.8 - 6.0	2.0"	---	---	9.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	---	---	9.5"	---	13.5"	11.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.1" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

Credits for Existing Roadway Materials

1.0"	A.C. or Oil	=	1.8" Aggregate Base
1.0"	Base	=	0.6" Aggregate Base

TRAFFIC ANALYSIS

SECTION: Ava Ave. - E. Burnside St. (Gresham)

HIGHWAY: Mt. Hood (FAR 24)

COUNTY: Multnomah

10,000 Present ADT (19 72)

3.6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	235	1.4	329	282	450	126,900
3	90	1.4	126	108	1000	108,000
4	5	1.4	7	6	1250	7,500
5	30	1.4	42	36	3180	114,480
6	0	---	--	--	2570	- - - -
				432	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 356,880

TWENTY YEAR EWL 7,137,600

TRAFFIC COEFFICIENT 8.5

SECTION: Ava Ave. - E. Burnside St. (Gresham)

HIGHWAY: Mt. Hood (FAR 24)

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil, and P.C.C.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section. The "Existing Roadway" will be utilized with the addition of an overlay, and asphaltic concrete is more desirable for this type construction.

RECEIVED
NOV 3 - 1971

Porter

OREGON STATE
HIGHWAY DIVISION

7216

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

November 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Project SU-583(1)
Ava Ave.- SE Burnside
Section
Mt. Hood Freeway

Dear Mr. Simpson:

We request your concurrence in the public auction of three buildings in the Greham area on November 16, 1971. These buildings are all on the subject project on the Mt. Hood Freeway. The account number is 26-2543P.

If we are unable to sell the buildings, we further request your approval of an authorization to proceed with their demolition in a demolition contract.

This sale and clearance of these buildings will be in accordance with the State's demolition plan.

All of these buildings are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:ha
Attachment
cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment
W. H. Haskin

NOTED
R. L. PORTER

RECEIVED
NOV 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 24 1971
FOR FILING
7846

September 23, 1971

The Honorable Alan Fisher
Mayor of Gresham
130 West Powell Boulevard
Gresham, Oregon 97030

Dear Mayor Fisher:

This is in response to your September 21 inquiry concerning the widening of the existing Mt. Hood Highway through Gresham.

I am sure you are aware that this agency is at present engaged in acquiring right-of-way for the project. The right-of-way work is progressing slowly and I cannot forecast how long this will take. However, upon completion, we are ready to consider contracting.

It does not look as if the right-of-way acquisitions can be completed before next spring or possibly early summer.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fa

cc Tom Edwards
W. B. Klaboe
H. S. Cox
D. H. Moehring
L. W. Rulien

City of Gresham
150 West Powell Blvd.
Gresham, Oregon
665-3144

Klabon

Fred: Can you advise me on this?

September 21, 1971

Mr. Glen Jackson
Chairman
Oregon State Highway Department
Salem, Oregon 97310

RE: Ava Avenue - Burnside
Section Powell Blvd.
U. S. Highway No. 26

Dear Mr. Jackson:

The City of Gresham made its first inquiry regarding the above captioned project on May 22, 1964. Subsequently the Oregon State Highway Commission and the City entered into an agreement on April 6, 1968, to accomplish this project and on October 7, 1969, the people of Gresham voted the City's share of monies for the project at a special election.

At this time I respectfully request some definite dates on the schedule of the above captioned project. Considering the total time this project has been under consideration I don't feel it is unreasonable to expect some definite guidelines. We are experiencing increasing questions from the public in this regard.

Very truly yours,

CITY OF GRESHAM

Alan Fisher

Alan Fisher
Mayor

AF/ph

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SEP 28 1971
FOR FILING

5w

7-20-71

78416

July 28, 1971

City of Gresham
150 West Powell Boulevard
Gresham, Oregon 97030

MISC. CONTRACTS and AGREEMENTS No. 42224

Attention: Robert L. McWilliams
City Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of a pedestrian signal on the Mt. Hood Highway at Walters Road in the vicinity of the Gresham Grade School.

We have retained a fully executed copy of this agreement for the Commission's files.

On Page 2 of the agreement under "things to be done by the City", paragraph 4, it states that the City is to pass an ordinance or resolution authorizing the Mayor and Recorder to enter into this agreement. Would you please send us a copy of this resolution which is to be made a part of the agreement.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall

RECEIVED
JUN 24 1971
FOR FILING

Carl
Roy G
Mrs. Graham

Sp

June 23, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Gresham for the installation of a pedestrian signal on the Mt. Hood Highway at Walters Road in the vicinity of the Gresham Grade School.

By the terms of the agreement, the State and City will share equally in the installation cost. The City agrees to care for future maintenance and power consumption. The estimated total cost of the installation is $7,000, and the State's share will be charged to the construction project on the Ava Avenue-Burnside Section of the Mt. Hood Highway of which this installation will be a part.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf. This matter will be on the agenda for the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D.Wolfe
F. B. Crandall
V. E. Skoog
R. N. Bothman
H. S. Cox
L. W. Rulien

VPJ:pb sr

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 4, 1971

RECEIVED
JUN 7 1971
RIGHT OF WAY

44794
44842
44803
44786
44789
44776

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT:
Ava Avenue-E. Burnside
Mt. Hood Highway
Multnomah County

NOTED
JOHN R. OAKES

In compliance to your letter of May 21, 1971 on subject project, I have contacted Gresham City Manager McWilliams to discuss details pertinent to the completion of our acquisition of properties on this project. Due to conflicts in schedules, discussions have been by telephone. I have a tentative appointment June 10th with Mr. McWilliams and City Attorney regarding some specific problems.

As far as the Metzger property (File 44794) is concerned, the City already had R.J. Frank appraise that portion needed by the City for their park project. The owners turned the offer down as being "ridiculously" low. Because the property is considered to be over $50,000, we ordered a fee appraisal from Don Mason and Elmer Kolberg, to be made on a before & after basis. We will attempt to buy the entire property based on the review of these two appraisals.

As our negotiation proceeds on this project, I become more disappointed with some of the city fathers of Gresham in their attitudes. Most of them apparently were instigators of this project and have been pushing for it from its conception.

Sid Bartels, Attorney and member of Gresham City Council, was a contract purchaser of the Stufflebean property (File 44842). He transferred his interest to Realty Growth Corp., which I understand is controlled by R.J. Frank, but Mr. Bartels has remained secretary for this corporation. The taking from this particular property is very insignificant, but Bartels will definitely be involved in the transaction.

REFERRED TO
Porter
BY ASST. STATE HWY. ENGR

RECEIVED
JUN 2 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

On File 44803-Brown, Agent Jesse Johnson is handling the negotiations (see negotiation record). Mrs. Brown wanted Mr. Bartels to advise her about our offer. He evidently thinks we are very low, but said that he hesitated in advising her because of a possible conflict of interest. He, therefore, advised her to see R.J. Frank, which she is evidently going to do. Mr. Bartels told Jesse Johnson he personally felt that our offer was unreasonably low, but he wished we would hurry up and get the project bought so that they could get on with construction. I have reviewed this file and the comparable sales used, and see no basis for our offer being considered low or unreasonable. When we were doing our preliminary work out there, we heard that Brown would be happy to sell to us for $25,000 and our offer was over $29,000.

On File 44786-McRoberts, we have again met opposition based on alleged unreasonable low offers. Mr. McRoberts is a member of the City Planning Commission. We have ordered a second appraisal on this property.

On File 44789-Hessel, Mr. Hessel is a member of the City Council. We are buying portions of two different properties owned by him with the same result.

On File 44776-Deaville, Mr. Deaville is the father-in-law of Mr. Hessel. Mr. Deaville has advised Agent Melvin Monroe that his son-in-law has advised him to hold out for more money, that our procedure is to always increase our offer.

I am sure that we are only beginning to reap the rewards of our present policy of trying to compromise with unreasonable demands by grantors. This is particularly being noticed on our I-205 project, where we have been negotiating for several years. In case after case we are in excellent position with comparable sales to substantiate our offers, but still the grantor holds out for the 3, 4, 5 hundred dollars he has been told by his neighbors he is sure to get.

I am writing this letter to you in attempt to keep you informed on our progress in Gresham, and also to make you aware of the two-faced reception we are getting from the so-called pillars of the community of the City of Gresham. Its unfortunate that we could not drop this project and let them pay for their rehabilitation.

Kenneth Rolfe

KENNETH ROLFE
District R/W Supervisor

KR:KF

RECEIVED
MAY 25 1971
FOR FILING

7846

R/W PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
May 21, 1971

To: Mr. Kenneth Rolfe
District R/W Supervisor

MILWAUKIE

SUBJECT: Ava Avenue -
East Burnside
Negotiations

Attached is a copy of a memo to the files which was prepared by Mr. Klaboe following a meeting with City of Gresham officials in Mr. Porter's office on May 18, 1971.

On the second page of the memo there is an instruction to meet with Gresham City Manager McWilliams to discuss the handling of acquisitions between South Main Avenue and SE Roberts Avenue on the south side of Powell Boulevard.

Would you please contact the City Manager and work out an arrangement with him for the acquisition of the properties involved. If the matter must go to condemnation, then each agency will probably be on its own for going to court.

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment
cc F. B. Klaboe

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Pete
BY ASST. STATE HWY. ENGR
Info.

RECEIVED
MAY 19 1971

FORM S-58 BOW 10-65

Coast
Roy
Allen Latham

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 18, 1971

SUBJECT:

To: MEMO TO THE FILES

A meeting was held with representatives of the City of Gresham this morning in Mr. Porter's office to discuss the status and future schedule of the Ava Avenue-Burnside Street Section of Powell Boulevard lying wholly within the city of Gresham. A list of those in attendance is attached.

The State and City executed a cooperative agreement dated December 17, 1968. This agreement calls for the four laning of Powell Boulevard within the limits described above, with the State paying 75 percent of the total cost and the City 25 percent.

The delegation was first informed that the cost of the project, estimated several years ago, is expected to rise due to inflationary pressures. We now estimate that the right-of-way will cost $1.4 million and the construction about $1 million, for a total package of $2.4 million. The City's 25 percent share is therefore $600,000. There was no objection on the part of the City people to this new estimate; however, they did advise us that they had set aside in the bank only about $450,000. Their funds are gaining interest and they did anticipate, if we were to go to contract next year, they might be $50,000 to $70,000 short. If so, they will request a deferred payment schedule for this amount.

They were further advised that the State is actively acquiring right-of-way and that we have appraised 56 of the total of 85 files needed. To date, 8 of the files have been optioned. Our best estimate of when the right-of-way can be acquired would be in the spring of 1972.

Construction could follow immediately if the State Highway Commission approves adding this project to our existing secondary program.

They were very concerned about the acquisition of the block of right-of-way between Main and Roberts Streets and urged us to begin this acquisition ahead of any other sections. They do have a BOR grant for developing park facilities adjacent to our proposed right-of-way on the south side and want to begin construction of it this summer. We advised them that we would put this block on a priority basis and do our best to expedite matters so that they can accomplish this goal. Apparently there is a large holding owned by the Metzger Company which contains a commercial building of some type. The City wants to buy the portion of this property that is not to be acquired by the State for right-of-way purposes. Some discussion was held as to whether or not we should buy the entire property or whether or not they should. It was determined by those present that it would probably be much easier for them to undertake the purchase of the entire parcel with us paying them 75 percent of the pro-rata share of land needed for right-of-way only. This is because our powers of condemnation are insufficient to acquire property for the proposed City park.

Mr. Moehring is therefore instructed to meet with Mr. McWilliams of the City at a very early date to iron out the details involved with this transaction.

Purchase of the remainder of the block should also be expedited and we should attempt to buy all the remainders lying outside of our right-of-way. If we are not able to do this, discussions with the City should take place as to how to proceed so that they can acquire for park purposes those remainders. Again, Mr. Moehring should work out the details with Mr. McWilliams.

On being asked how we would expect them to supply their share of the project funds, I advised them that we would make a billing for 25 percent of the right-of-way cost in four increments--25 percent, 50 percent, 75 percent and 100 percent. I also advised them that we would expect their 25 percent share of the construction costs between the time we open bids and award the contract.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
F. L. Hall
H. S. Cox
L. H. Young
L. W. Rulien
D. H. Moehring - Please discuss the right-of-way problems with me.
FBK

CITY OF GRESHAM-OSHD

May 18, 1971

Herb Wandtke, City of Gresham

Alan Fisher, Mayor of Gresham

R. L. McWilliams, Gresham City Manager

Rich Egner, City Attorney's Office, Gresham

Sidney A. Bartels, Gresham City Council

R. L. Porter, OSHD

F. B. Klaboe, OSHD

Allan Harwood, OSHD

RECEIVED
MAY 19 1971
FOR FILING

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

Copy
Orig
Mail - Gresham

Fp

May 12, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe: RE: Ava Avenue-Burnside

The meeting scheduled in R. L. Porters Office, in Salem, on May 18, 1971, at 10:00 A.M. is satisfactory.

Very truly yours,

CITY OF GRESHAM

Robert L. McWilliams
City Manager

RLM/ph

NOTED
F. B. KLABOE

RECEIVED
MAY 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1971

FORM E-30

Coast
Project
Misc
Gresham

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 3, 1971

SUBJECT:
Meeting City of Gresham

To:
Mr. F. B. Klaboe
Asst. State Hwy. Engr.
Salem

By letter of April 30, 1971 you asked me to attend a meeting in Mr. Porter's office at 10 a.m. on May 18 with the City of Gresham concerning various matters on the Ava Avenue-Burnside Section of Powell Boulevard.

There is a Regional Engineer's meeting in Pendleton May 18 and 19. What shall I do?

Larry
Send someone else to Gresham meeting. Thx.

L. W. Rulien
Regional Engineer

LWR:fb

cy Rulien wrote 5-6-71

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 13, 1971

To:
Mr. Frank Hall
Design Engineer
Salem

SUBJECT:
City of Gresham
Ava Avenue-Burnside Section
Powell Boulevard

Previous correspondence and meetings speak to the desire of Gresham Grade School for school crossing protection at such time as the subject project is constructed. The school district and city have made inquiry into the possibilities of a pedestrian overcrossing structure. Estimates were made of such a structure, the pros and cons weighed, and attached now is a letter from the city indicating that both the city and the school district would be satisfied with a pedestrian actuated crossing for the grade school.

I would suggest that an agreement be drawn between us and the city on our usual basis for financing and maintenance, and that provisions for this signal be made in the construction plans for this project.

L. W. Rulien
Regional Engineer

LWR:fb
Attach.
cc F. B. Klaboe
F. B. Crandall
H. S. Cox

NOTE
F. B. KLABOE

RECEIVED
MAY 14 19..
OFFICE OF
STATE HIGHWAY ENGINEER

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

May 11, 1971

Mr. Larry Rulien, Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Milwaukie, Oregon

RE: Ava Avenue - Burnside
Section - U. S. Highway 26

Dear Mr. Rulien:

There has been conversation by the Gresham Grade School that they would like a pedestrian overpass at a point for the West Gresham Grade School. At this time it is acceptable to school officials that in lieu of an overpass, a pedestrian accuated signal be installed on Powell at Walters Road. This arrangement would be acceptable to the City and it is our understanding that this is agreeable with the Oregon State Highway Division.

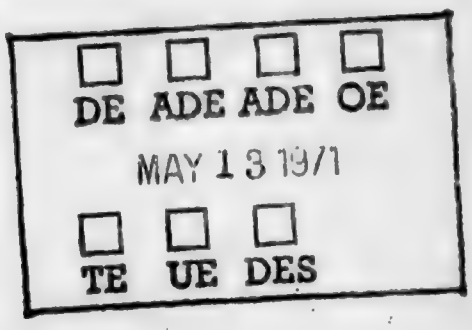
No doubt the Oregon State Highway Department will have to prepare an agreement for this signal.

Very truly yours,

CITY OF GRESHAM

Robert L. McWilliams
City Manager

RLM/ph
cc: Gordon Russell



TRANSACTION NUMBER 4-2

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-29-71

BY (Signature): MR. YOUNG'S MARCH 23, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1051 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1051	SU-583(1)	1.60	1,480,000	940,000	AVA AVENUE – EAST BURNSIDE ST. SECTION	RIGHT OF WAY

Young 4-5-71

NOTED E. B. KLABOE

RECEIVED MAR 30 1971 OFFICE OF STATE HIGHWAY ENGINEER

REMARKS (Division)

NOTED TOM EDWARDS

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

ALL CLEARANCE OF RIGHT OF WAY SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE APPROVED PROPERTY DEMOLITION PLAN.

RECEIVED APR 5 - 1971 FOR FILING

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-29-71	FOR R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 30 1971
FOR FILING
7846

March 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Secondary Right of Way Project, Item No. 1051, Project No. SU-583(1), Ava Avenue-E. Burnside Street (Gresham) Section which we desire to have included in the Federal Aid Secondary Highway Program.

This project has been selected by the Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

Enclosed is a copy of Mr. Oakes' memo dated February 12, 1971, setting forth the estimated cost of the right of way, moving, relocation, replacement housing and building demolition.

The section of the Mt. Hood Highway US26 covered by this project was recently removed from the Federal Aid Primary Highway System as FAP-24 and added to the Federal Aid Secondary Highway System as FAS-946. Location/design approval was granted by FHWA memo dated July 7, 1970, for the proposed reconstruction of this section of the Mt. Hood Highway US26, as Project F-156(-) on FAP-24. This right-of-way project is one phase or stage of the proposed project.

Building demolition will be handled as set forth in the approved demolition procedure of May 25, 1970 (FHWA approval May 28, 1970).

Relocation assistance will be provided from Region 2, Milwaukie, Oregon, Right of Way office.

We request your authorization to proceed with all phases of right-of-way acquisition.

Also enclosed for your approval are four copies of a sketch map for FAS Project 583 on FAS Route 956 as required by paragraph 2(a) of PPM 21-2 for Federal Aid Secondary System routes through urban areas.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

HHC:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-23-71

FEDERAL-AID PROGRAM

(PPM 21-1)

CARD 2	REPORT NUMBER (10)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–68		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)	REGION			
	1	US 26 Ava Ave. to E. Burnside St. (Gresham)		ADT	10,100	28,000	91	08			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PREFIX L 14		
	Right of Way Acquisition										
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				
	Secondary						Multnomah				
	NAME OF URBAN AREA 17-31						ROUTE NO.	S	FEDERAL-AID		
	Portland								956		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASE: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE
	(1-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(78)	
5					PE		US 26 Ava Ave. to E. Burnside St. (Gresham)				
					ROW		"Ava Avenue–E. Burnside Street Sec."	1.60	1,480,000	940,000	170
					CONST (CODE)				(1,000,000)		
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	1.60	1,480,000	940,000	170
1	14	PROGRAM APPROVAL DATES							(16)–(23)	(24)–(33)	REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-23-71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	10,100	28,000 (66) (70)	91 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1051 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	SU- (14 23)	583 (7 13)	(1)	(24) (26)	27

COUNTY NAME: Multnomah — CODE: 051 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	956 (32)	26 (36) (37)	26 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Right of way acquisition, all phases, including incidentals, relocation payments & building demolition. (For future 4-12' lanes H.T. pave. with 10' shldr area & 4-16' median.)
1.60	1,480,000	940,000	170,000	370,000 (city)	
	(1,000,000)				ROW - 100' normal; Access Control - none; Parking Restrictions - none.
1.60	1,480,000	940,000	170,000	370,000 (city)	

(16) (23) (24) (33) REMARKS

over

USCOMM DUSCOMM-DC 48905-P61

AVA AVE.-E. BURNSIDE STREET (GRESHAM) SECTION
Project No. SU-583(1)

Existing Facility: Asphaltic concrete surface varying from 46' to 24' with 2' to 8' shoulders.

Adjacent Sections:
West End: 46' asphaltic concrete surface with 2' shoulders.
East End: Connects with (FAS 582) Project S-166(4).

Project Data: Right of way acquisition, all phases, including incidentals, relocation payments and building demolition. (For future four 12' lanes high-type pavement, 10' shoulder area and 4' to 16' median.)

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

Information for PR-37

Number of Parcels - 86	Est. Cost	$1,332,090	
Moving Costs			
a. 7 families	Est. Cost	$	3,500
b. 39 businesses	Est. Cost		69,850
Replacement Housing	Est. Cost		8,160
Incidental Work	Est. Cost		39,900
Building Demolition	Est. Cost		26,500

Location/Design: Approved by FHWA Memorandum of July 7, 1970.

Public Hearing: Held March 19, 1970.

State and District Clearinghouse Approval: April 17, 1970 and May 18, 1970, respectively, submitted with our letter of June 16, 1970 requesting location/design approval for the section of the Mt. Hood Highway (US26) covered by this project.

The State does have the legal authority to control the use by Utilities of the existing right of way.

RECEIVED
MAR 22 1971
BOB FLING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 17, 1971

Rep. Howard Willits
Room 18-I, Capitol Building
Salem, Oregon

Dear Representative Willits:

Returned herewith are the dozen or so notes addressed to you from children attending the West Gresham Grade School, which you handed to me yesterday, requesting your help in saving the two hundred year old oak tree in front of their school. I have determined that the school is located on the proposed Ava Avenue-Burnside Street construction project in Gresham, and that recently survey stakes were placed around the tree. This may have given rise to their thinking that the tree was to be removed, however, I have been informed that plans for this project do not call for removal of the tree.

Very truly yours,

Ralph Sipprell

R. B. Sipprell
Liaison Engineer

RBS:ob
Enc.
b/cc - R. L. Porter
Tom Edwards
A. E. Johnson
F. B. Klaboe
R. W. Rulien
Frank Hall
Ray Olson

RECEIVED
MAR 22 1971
FORM E-30
FOR FILING
78-16

space.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 15, 1971

NOTED
R. L. PORTER

To:

Memo to the File

SUBJECT:

Alleged Tree Problem
Powell Boulevard at
Gresham Grade School
Gresham

The children in the Gresham Grade School have undertaken a letter-writing campaign in the interest of preserving a large maple tree, which is in front of the Gresham Grade School immediately south of our Mt. Hood Highway (Powell Boulevard). The portion of this tree with relationship to our proposed widening of Powell on the Ava Avenue-West Burnside project has been studied. The trunk of the tree is about 3 feet south of the proposed new south curb line. There should be no conflict between our proposed road work and the tree. However, it will be necessary to undertake some modification or special treatment of the sidewalk area. The best solution appears to bend the sidewalk to the south around the tree, leaving the tree between the sidewalk and the curb. The sidewalk would then have to be on school district property. However, this should not pose a problem since the district would no doubt be as desirous of saving the tree as are the pupils, the city and the Highway Division.

The Gresham Outlook called regarding this matter, and I advised them that there appeared to be no conflict, and that with a modification in the sidewalk the tree can be saved.

NOTED
TOM EDWARDS

L. W. Rulien
Regional Engineer

NOTED
F. B. KLABOE

LWR:fb
cc F. B. Klaboe
Frank Hall
M. W. Stovall
W. J. Scofield

REFERRED TO
Edw. Pate
By Asst. State Hwy. Engr.

RECEIVED
MAR 16 19
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 16 1971
FOR FILING
7846

February 12, 1971

3940

Mr. John A. Nelsen
Mitchell/McArther/Gardner/O'Kane
Planning Landscape Architecture
813 S. W. Alder Street
Portland, Oregon 97205

Dear Mr. Nelsen:

This is in reply to your letter of February 4 concerning the possible pedestrian undercrossing at Main Avenue and the Mt. Hood Highway.

Mr. L. W. Rulien, this agency's Regional Engineer, has scheduled a tentative meeting with the City of Gresham for Thursday, February 18, at 10:00 a.m. to discuss this matter. He has all the pertinent information as to the proposed roadway designs and policy on such a facility. May I recommend you contact the City of Gresham for confirmation of this meeting date, at which time I am sure all the information you wish will be available.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
Frank L. Hall
L. W. Rulien

DNS:jp sr

Mitchell McArthur Gardner O'Kane Assoc. Planning Landscape Architecture

Edwards

Klahre
per Rupp

Mr. R.L. Porter
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Porter:

A recent conversation with Jane indicated that you may be of some assistance regarding our Gresham Park Project. I have enclosed correspondence with Mr. Rulien to explain the situation.

At the present time I need to know what the Highway Department has proposed for this section of roadway. Of course, if there is still a possibility of a below grade crossing, we would need to investigate cost-sharing feasibilities.

Nevertheless, our park design will need to respond to the ultimate development of Powell at the property line; fill, planting, walls, etc.. When this information is available I would appreciate receiving it.

Thank you very much for your help, and I await your comments.

Sincerely,

MITCHELL/MCARTHUR/GARDNER/O'KANE

John A Nelson

John A.Nelson
February 4, 1971
JN/nh
Encl.

RECEIVED
FEB 9 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
FEB 9
OFFICE OF
STATE HIGHWAY ENGINEER

Harold S. Beighley, Associate

813 Southwest Alder | Portland, Oregon 97205 | Phone: 227 2601

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

November 27, 1970

Mitchell/McArthur/Gardner/O'Kane
Planning/Landscape Architecture
813 S. W. Alder Street
Portland, Oregon 97205

Attention: Mr. John A. Nelson

Gentlemen:

RE: Pedestrian Provisions
Powell Boulevard at Main
Gresham

Thank you for your recent letter suggesting possible provisions for a pedestrian tunnel under Powell Boulevard near the subject intersection. I am by a copy of this letter passing your suggestion along to our Design office in Salem for their consideration.

The widening of Powell Boulevard will include signalization at certain intersections. The presence of signals would normally preclude the necessity of some special form of pedestrian crossing structure. It is my understanding that in some areas pedestrian tunnels have proved very troublesome from the standpoint of policing. This, of course, would be a city concern.

Yours truly,

L. W. Rulien
Regional Engineer

LWR:fb
cc Robert L. McWilliams
Frank Hall
W. J. Scofield

Mr. L.W. Rulien
Division Engineer
Department of Transportation
9200 S.E. McGloughlin Blvd.
Portland, Oregon

Dear Mr. Rulien:

As design consultants to the City of Gresham, we have become particularly concerned about the ultimate solution for the new Powell Blvd. pedestrian crossing at Main Avenue in downtown Gresham, and its compatability with the adjacent park now under construction. This intersection is a critical pedestrian connection that ties the downtown area and the park. We share the opinion with the City of Gresham and the citizens that an underground pedestrian tunnel is a favorable solution, thereby eliminating a critical safety problem and allowing vehicular traffic to move more smoothly.

I have enclosed an illustration of a possible solution for your review and comments. We don't know the status of your design proposal for this p[illegible]on of highway, but feel that providing such a tunnel is a most reasonable solution for both the community and the motorist.

We eagerly await hearing your advice and comments.

Sincerely,

MITCHELL/MCARTHUR/GARDNER/O'KANE

John A. Nelson
November 2, 1970
JN/nh

NORTH
1" = 50'-0"

parking lot

main ave.

bldg. line

entrance / exit

powell blvd.

Air Ducts

Ped. Tunnel

ramp

entrance/exit

bridge

johnson creek

Main City Park

PEDESTRIAN UNDERPASS
POWELL AND MAIN ST., GRESHAM

MITCHELL | McARTHUR | GARDNER | O'KANE | ASSOC.

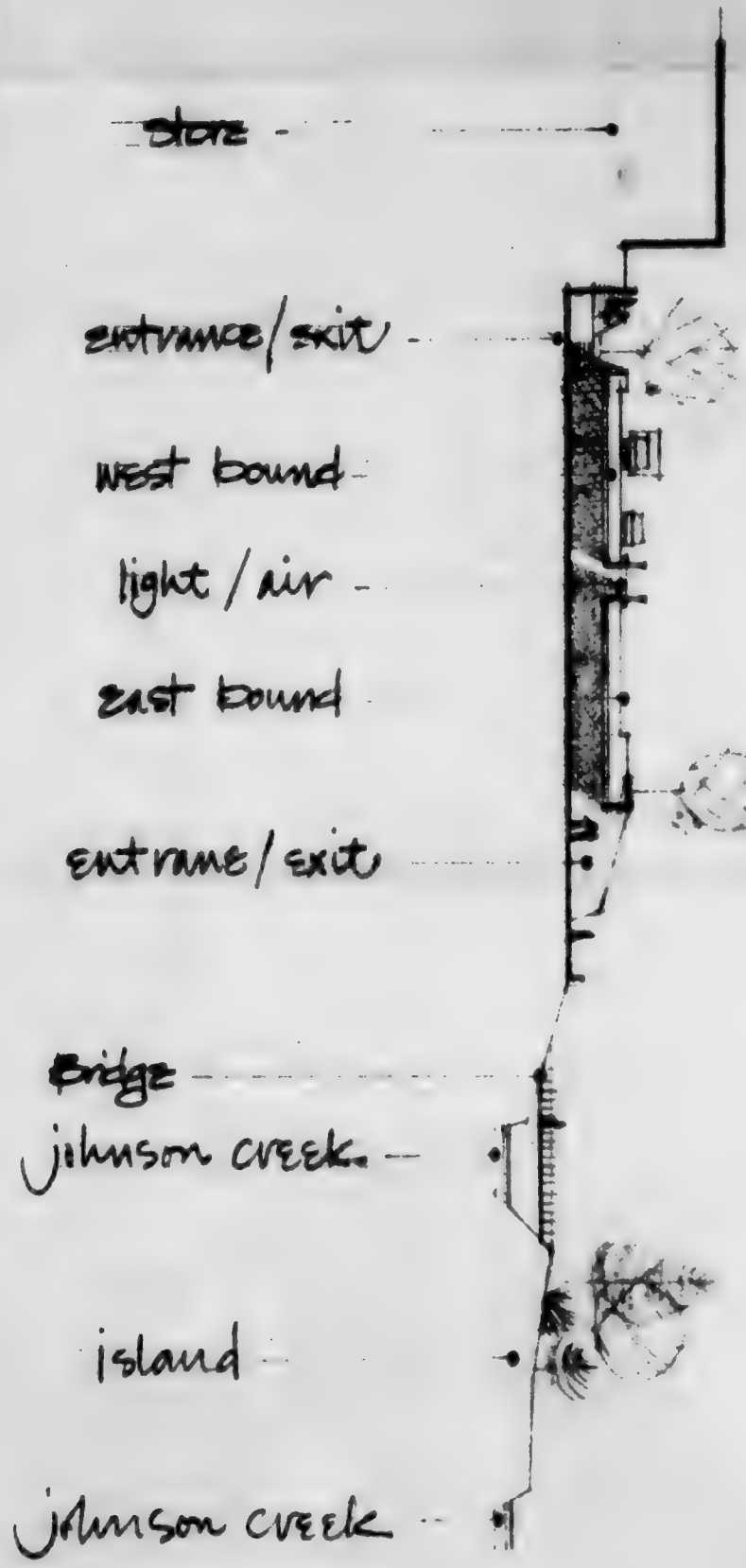
BY _____ DATE _____ SUBJECT _____

CHKD. BY _____ DATE _____

SECTION
PEDESTRIAN UNDERPASS

1" = 50'-0"

North



Hwy #26

FEB 4 - 1971

F.B. K1060

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
December 15, 1970

7846

12-29

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT:
44786-McRobert
Ava Avenue-E. Burnside Section
Mt. Hood Highway
Multnomah County

NOTED
D. H. MOEHRING

Subject property is a vacant lot located on the SW corner of N. Main Avenue and Powell Blvd. opposite Station 402+00. The grantor, C.A. McRobert, has entered into a lease agreement with Standard Oil Company for the construction of a new service station.

In an effort to avoid any possible conflict between this service station site and our widening project in this area, it was decided to meet with all interested parties and discuss the situation. Through the efforts of R/W Agent Henry Brindley, who has worked on the liaison phase of the project, a meeting was arranged. Those in attendance were the City Manager, Mr. McWilliams; Assistant City Engineer, Jim Keller; Chet McRobert, son of the grantor; Chuck Hart, Property Agent for Standard Oil Co.; Eldon Foster, Marketing Engineer for Standard Oil Co.; Willard Scofield, Resident Engineer; Henry Brindley, R/W Agent, and myself.

At the present time the contractor for Standard Oil has begun the site preparation for the service station. They anticipate an opening date for the station of March 1971. Because of the time lag between the opening date of the station and the anticipated commencement of our widening project (the actual contract letting date is unknown at this time), there is a problem of matching grades of the station site to the new highway. Due to the indefinite time element for the contract letting date, Standard Oil wanted to be able to locate a sign near the corner in the proposed area of acquisition.

RECEIVED
COUNTY & CITY SECTION
DEC 18 1970
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

They were also concerned that if they took out the existing curbs and sidewalk area back to the new R/W line, they would have to replace this section of the street with enough asphalt to meet our specifications.

Without going into detail, the following agreements were reached:

1) Standard Oil would not install any signs or other improvements within the area of acquisition of either a temporary or permanent nature, except as noted below.

2) The State will immediately stake the proposed R/W line showing the new elevations, so there will be no matching problems when the curbs and sidewalks are installed.

3) To eliminate the expense to Standard Oil of constructing curbs and sidewalks, which possibly would not meet our specifications or elevations, it was suggested by Willard Scofield, and agreed to by Standard Oil, that the Highway Department and the City will give Standard Oil permission to construct two asphalt approaches into the property from Powell Blvd. and one approach to N. Main Avenue. These will be installed in the existing curb line and connected to the property by asphalt aprons.

4) Standard Oil will construct a temporary asphalt sidewalk along the Powell Blvd. frontage.

5) There will be no change in the description of the taking of either Parcel #1 or Parcel #2 to accommodate any new improvement on the property (at one point in the discussion Standard Oil wanted us to drop or minimize Parcel #2).

It was agreed by those in attendance that this meeting had resolved many problems on all sides and established a very pleasant relationship between everybody concerned.

After the meeting I gave Jim Keller a copy of our R/W map and emphasized to him that it was subject to change. It is unfortunate that this project has proceeded this far without the City representatives getting any more information about the project than they had. The City would like to be informed as soon as possible what our proposed contract letting date will be. This project is tied into their urban re-development program, so for planning and co-ordination of their efforts, it is most necessary that they have some contract letting date to consider.

Kenneth Rolfe

KENNETH ROLFE
District R/W Supervisor

KR:KF

cc Willard Scofield

F. B. Klabee
L. W. Rolfen } info - note last paragraph
Dr. H.

R/W late fall 1971
80 + fds
about 40 occupied
R/W 1,500,000.
Const. Cost = 800,000.

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1970
FORM E-30-X (12-67)
FOR FILING

7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 11, 1970

SUBJECT: Ava Avenue-Burnside Street Section
Mt. Hood Highway, City of Gresham
Multnomah County

To: Mr. L. W. Rulien
Regional Engineer
Post Office Box 02157
Portland, Oregon

The suggested pedestrian tunnel at Main Street in Gresham, which was submitted to you by the design consultants for the City, has been reviewed and I am enclosing a sketch of a pattern which would appear possible using 15% ramp grades. This has been discussed with Mr. Klaboe and he has agreed to including the box structure, only, as part of the project if the City requests it, participates in its cost on the usual basis, assumes all responsibility for it and for the connections on the ends, and will design and construct the connections on each end.

The desirability of such facilities is certainly open to question from a policing standpoint, and whether normal pedestrian moves at this intersection would utilize such a facility is also questionable.

The cost of the box has been estimated at approximately $30,000 and the ramps, walks and walls, as indicated, at approximately $39,000. It would not appear that there would be any conflict between the box and existing sewer and water lines; however, there is an underground telephone cable in the area. The ramps as indicated on the north side of Powell Boulevard would possibly conflict with existing water and sewer lines; however, if stairways were used as indicated on the consultant's sketch, these could probably be avoided or alternate placing of the box might be appropriate.

If this appears satisfactory to you, please discuss this further with the City or their representatives and determine what their desires are in this matter. If you have any questions please contact me.

NOTED
F. B. KLABOE
RECEIVED
DEC 14 1970
STATE HIGHWAY ENGINEER

Frank L. Hall
Design Engineer

By A. D. Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp
Attach.
cc: F. B. Klaboe

N. Main - One-way

P.C.C. Walk

Retaining Wall

-15%→

+15%→

10'±

Ped. Oxing

Ext'g. Ground

-15%→

Two-Way S. Main

P.C.C. Walk

wing wall

-13%→

Ext'g. Ground

Proposed Pedestrian Oxing.
Ava Ave. - E. Burnside
Mt. Hood Hwy.
Mult. Co.

Cost Estimate
incl. ESC
$69,000.00

RECEIVED
OCT 28 1970
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7846

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 26, 1970

City of Gresham
City Hall
Gresham, Oregon 97030

RE: Preliminary Right of Way Map
Ava Ave.-S.E. Burnside Rd. Section
Mt. Hood Highway
Multnomah County

ATTENTION: Mr. Robert L. McWilliams

Gentlemen:

Herewith you will find one print of the preliminary right of way map, our File No. 9B-7-2, on the above subject project. This project has not been placed on our tentative schedule of contract lettings.

It is the obligation of the State to reimburse the City for the cost of adjusting, relocating or removing its City-owned utilities in accordance with the City Agreement dated December 17, 1968. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4, dated October 15, 1966 (a copy of which is attached).

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, Region Utility Engineer, P. O. Box 02157, Portland, Oregon 97202. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer

By
for T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
OCT 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RMF:fw
Enc.
cc: A. E. Johnson
L. W. Rulien
R. H. Rumbolz

RECEIVED
OCT 26 1970
FOR FILE...

78416

3720

October 23, 1970

Mr. Easton Cross
Assistant to the Board
Multnomah Board of County
Commissioners
Room 605, County Courthouse
Portland, Oregon 97204

Dear Mr. Cross:

Re: Ava Avenue-Burnside Street Section
Mt. Hood Highway, City of Gresham

Mr. Glenn L. Jackson has referred to this office your letter of October 12 requesting data in regard to any plans which might affect a proposed multi-service facility which is under consideration in the Gresham area.

The site in question (on the north side of Powell Boulevard at Elliott Avenue) will not be affected by the four-laning of Powell Boulevard which is currently being designed. The existing facility will be widened on the south side in this area with no right-of-way taking from the property under consideration.

Long-range plans for a freeway in this area indicate that such a facility would need to pass south of Gresham and would not affect this site. A copy of a small sketch map of the freeway corridor is enclosed for your information.

Very truly yours,

R. L. Porter
State Highway Engineer

Enclosure
cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Frank L. Hall
L. W. Rulien

ADO:jp sr

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

October 12, 1970

Mr. Glenn Jackson
Chairman
State Highway Commission
State of Oregon
State Highway Building
Salem, Oregon 97310

Dear Mr. Jackson:

The County is making an application to the Office of Housing and Urban Development to acquire a multi-service facility in the Gresham area. To comply with the terms of this application, we are requesting a letter from your office stating what, if any, Highway Department plans call for a freeway in the Gresham area. The purpose of this letter would be to show HUD that there is not any immediate plan to construct a freeway in the forseeable future through the site we are proposing to acquire.

Your cooperation in this matter will be greatly appreciated and will be of significant help to us.

Yours truly,

EASTON CROSS
Assistant to the Board

REFERRED TO
H. Olsen
Please discuss first
Hall

EC:jm

Hall
A. Olson
Wills
Hackleman
Carstensen
Kaye
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 15 1970
DESIGN SECTION

Do Not File ☐
Keep ☐
Return To
Other

Called Cross & was advised site is northof Powell at Elliott Ave. (NE quadrant) current 4 lane plan will not have a R/W taking from the property. cmd.

OCT 27 1970
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7846

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 23, 1970

Northwest Natural Gas Company
Pacific Northwest Bell Telephone Company
General Telephone Company
Portland General Electric Company
City of Portland, Bureau of Water Works
Lusted Water District
El Paso Natural Gas Company

RE: Preliminary Right of Way Map
Ava Ave.-S.E. Burnside Rd. Section
Mt. Hood Highway
Multnomah County

Gentlemen:

Enclosed you will find _____ print(s) of the preliminary right of way map, our File No. 9B-7-2, on the above subject project. This project has not been placed on our tentative schedule of contract lettings.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, Region Utility Engineer, P. O. Box 02157, Portland, Oregon 97202. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

RMF:fw

Enc.

F. D. Morgan
Construction Engineer

RECEIVED
OCT 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

By SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

cc: El Paso Natural Gas, El Paso
Mr. C. J. Irelan

bc: A. E. Johnson
L. W. Rulien
R. H. Rumbolz

RECEIVED
JUL 6 - 1970
FOR FILING

7846

July 3, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following sections. All required public hearings have been held and we have requested or received design approval from the Bureau of Public Roads on each project that will be utilizing federal-aid funds.

Chemawa Road-Hickory Street Section, Salem Freeway (I-305). This is the Salem Interstate Spur to be constructed with two 24-foot travel ways separated by a variable median with 6-foot inside shoulders and 10-foot outside shoulders. The corridor and design hearings were held July 11, 1968 and March 5, 1970, respectively. The Bureau of Public Roads approved the design June 17, 1970. The length of this project is 4.11 miles and the estimated cost for construction $12,300,000 and right-of-way $1,750,000, totals to $14,250,000.

Forest Boundary-Little Beech Creek Section, Pendleton-John Day Highway. The work involves reconstructing the existing highway to a two-lane section consisting of two 12-foot travel lanes with 4-foot shoulders. This is a load project approved by the State Emergency Board June 19, 1970. Hearings will not be required. The length of this section is 4.32 miles and the total estimated cost is $1,333,000 (Construction $1,300,000, Right-of-Way $33,000).

Ava Avenue-Burnside Section, Mt. Hood Highway. This is a cooperative construction-finance project which agreement was approved December 17, 1968. The project will consist of widening the existing facility to a 72-foot curbed street section which will accommodate four lanes of traffic. The section is 1.68 miles in length and the total estimated cost is $1,000,000 (Construction $270,000, Right-of-Way $1,000,000). The project will be shared on the basis of 75 percent State - 25 percent City. The hearing was held March 19, 1970, and a formal request for design approval was forwarded to the Bureau of Public Roads June 16, 1970.

Patterson Street-Klamath Falls, Malin Junction Section, Klamath Falls-Lakeview Highway.

The reconstruction of this section consists of widening the existing facility to a four-lane highway composed of two 24-foot travel ways separated by a 4-foot median with 10-foot outside shoulders. The hearing was held April 15, 1970, and design approval requested of the Bureau of Public Roads June 24, 1970. This section is 1.22 miles in length and the total cost is $715,000 (Construction $600,000, Right-of-Way $115,000). Finance approval on Program XII was obtained December 23, 1969.

Maps of these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
V. E. Skoog
D. H. Moehring
R. D. Asburry
H. S. Coulter
L. W. Rulien
J. F. Putnam

BLG:aw fn

7846 Ava Ave.-E. Burnside St. (Gresham) 1972
Sec. of Mt. Hood Hwy. in Gresham
(Grading, paving, & traffic sig.) #1

AIA 3664 - 12/20/68

5

RECEIVED
JUN 30 1970
FOR FILING

Court
Proj
Mund - Freeman
Spec

June 29, 1970

3436

Mr. Robert L. McWilliams
City Manager
City of Gresham
150 West Powell Boulevard
Gresham, Oregon 97030

Dear Mr. McWilliams:

Reference is made to your letter of June 2 concerning the widening of Powell Boulevard through the city of Gresham.

We are not able to make a good determination of our ability to proceed with this project until after we have had time to analyze our financial status at the end of this fiscal year. It is expected that we will be able to complete this analysis near the middle of July and I will let you know the outcome at that time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
V. E. Skoog
L. H. Young
L. W. Rullen
H. S. Cox

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

B/up
7-15

June 2, 1970

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

RE: Ava Avenue, Burnside and Powell Widening.

Dear Mr. Klaboe:

This is in reference to our telephone conversation of May 28, 1970. I am writing to you in hope that you will present this letter to the highway commission.

The City of Gresham had an election and has sold bonds for the cities share of above captioned project, therefore we have money appropriated for this project.

The Mayor and City Council as well as property owners would appreciate a schedule for acquisition and construction on this project, as many people are effected and it would assist all in making plans in this regard.

Very truly yours,

CITY OF GRESHAM

Robert L. McWilliams
City Manager

Rec. want until Sept Year

RLM/pd

RECEIVED
JUN 8 1970
PROGRAM & PLANNING
DIVISION

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

R/W + Reloc $1,350,000

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

RECEIVED
MAY 22 1970

78446

May 18, 1970

Mr. Tom Edwards
Assistant Highway Engineer
Oregon Highway Department
Highway Building
Salem, Oregon

Dear Mr. Edwards:

This letter will inform you that on May 15, 1970, the Executive Committee of the Columbia Region Association of Governments considered the Oregon State Highway Department's plans for the improvement of the

1. Ava Avenue-Burnside Street Section of the Mt. Hood Highway.

2. Pacific Highway East between S. E. Reedway and the Clackamas County Line.

The Committee found that both projects are part of the regional street and highway plan and that the proposed improvements would constitute implementation of two parts of the master plan. Therefore, the Executive Committee of the Columbia Region Association of Governments unanimously voted to endorse the projects as explained and to encourage State and Federal officials to authorize the improvements to be undertaken.

Sincerely yours,

Homer C. Chandler

Homer C. Chandler
Executive Director

HCC:jec

Copy Bud George 5-21-70

NOTED
TOM EDWARDS

RECEIVED
MAY 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1970

Form DOT F 1321 (12-67)

UNITED STATES GOVERNMENT

Memorandum

#7446

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 24, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-156(-)
Ava Avenue - Burnside Road Section
Corridor - Design Public Hearing

Receipt of the hearing transcript for the subject project transmitted with Mr. Young's April 16, 1970 letter is acknowledged.

This transcript together with related correspondence indicates satisfactory compliance with Section 128 of Title 23 USC and PPM 20-8 as it relates to public hearing except for the consideration of the social, economic and environmental effects as defined under paragraph 4C of PPM 20-8.

It is understood that consideration of these factors will be accomplished prior to your requesting design approval under paragraph 10 of PPM 20-8.

RETURNED TO
Young
By ..., State Hwy. Engr.
Original to Young
4/28/30

RECEIVED
APR 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 27 1970
FOR FILING

#7846

April 24, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for a federal-aid project as follows:

State Administrative District No. 2

Federal Aid Primary	Ava Avenue-Burnside St. Section Mt. Hood Highway

A revision is required in the intent application pertaining to the Ava Avenue-Burnside Section on the Mt. Hood Highway. Attached is a corrected copy of the Notice of Intent which replaces the original notice application dated March 18, 1970.

The estimated date of filing for federal-aid funds on this project is June 1970. In order that this date and the subsequant dates of contract letting may be met, your prompt attention to this proposal shall be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

NOTICE OF INTENT - STATE AGENCIES

Project: AVA AVENUE-BURNSIDE ST. SEC., MT. HOOD HIGHWAY, MULT. CO.

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

April 24 19 70

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District 2 City Gresham

County Multnomah Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

3. Federal Program

Common Program Name Federal Aid - Primary

Authorizing Legislation Title 23, USC Highways (Public Law No. and Title)

Fed. Admin. Dept. Department of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application .....

---

4. Estimated Project Cost

Federal Share $ 816,000
Loan ..... Grant X
Local Applicant Share (City of Gresham)
(if any) $ 500,000
State Agency Share $ 567,000
Other (Specify) $ -

Total $ 1,883,000

Source of State Agency Share

General Fund $ -

Other Funds (specify) $ -

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. Period Covered by Projects

Beginning date March 18, 1970
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) indeterminate

Approximate ending date indeterminate

Will renewal be requested? Yes..... No X

6. Estimated Application Filing Date June 1970

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

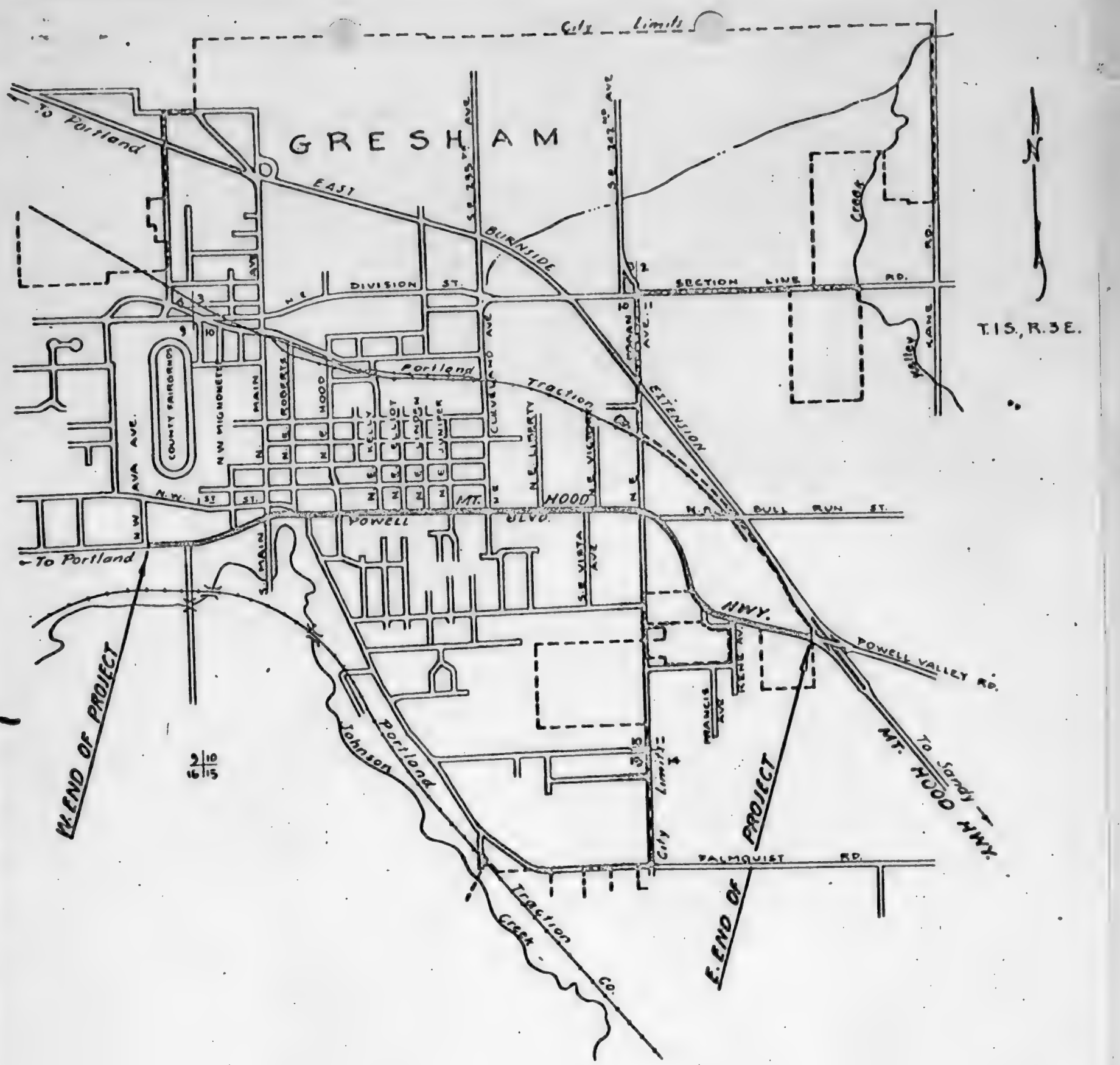
AVA AVENUE - BURNSIDE STREET SECTION, Mt. Hood Highway

Project to consist of preliminary engineering, right of way acquisition, grading, paving, and incidental work to expand the existing substandard 2-lane highway to a 4-lane facility.

Length of Project	1.64 miles
Estimated ADT	1969 = 10,100 1990 = 28,000
Standards	Class A (4) Highway (Highway Technical Bulletin No. 19)
Typical Section	The portion of the proposed project between AVA Avenue and Main Street and the portion between Hogan Road and the Easterly end of the project will have 72 feet between curbs which will provide a variable median 4 to 16 feet in width, four 12-foot travel lanes and a variable shoulder 4 to 10 feet in width. The portion of the project between Main Street and Hogan Road will have 84-feet between curbs which will provide a 16-foot median, four 12-foot travel lanes and 10-foot shoulders.
Structures	None

This project meets the Goals for a Livable Oregon by increasing traffic capacity, improving highway safety and updating this portion of the federal-aid Primary System.

See attached map for geographic location.



OREGON STATE HIGHWAY DIVISION

Corridor & Design Hearing Map

AVA AVE. - BURNSIDE ST. SECTION

MT. HOOD HIGHWAY

RECEIVED
JUN 3 1970
HWY. ENG.

#7846

STATE OF OREGON
1859

EXECUTIVE DEPARTMENT

Klabe
Shaw

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

HUBBARD INTERCHANGE--HAYESVILLE INTERCHANGE SECTION, PACIFIC HIGHWAY
AVA AVENUE--BURNSIDE STREET SECTION, MT. HOOD HIGHWAY
CAPE ARAGO HIGHWAY--WOODLAND DRIVE SECTION, EMPIRE-COOS BAY HIGHWAY
TENMILE LAKES PARK, COOS COUNTY

Your projects, listed above, have been referred to the appropriate state agencies for review. All have expressed approval of the proposals, without comment.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

4-21-70
REFERRED TO
Young
BY ... ST. HWY. ENGR

RECEIVED
APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Ellmin

NOTED
R. L. PORTER

RECEIVED
APR 21 1970
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLISON

CC's + Parker 4-22-70

BEN GIFFORD
Copy to SENT 3-19-70
ECR PROJECT.

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
420 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

May 18, 1970

MAY 21 1970
TRAFFIC ENGINEER

Mr. Tom Edwards
Assistant Highway Engineer
Oregon Highway Department
Highway Building
Salem, Oregon

Dear Mr. Edwards:

This letter will inform you that on May 15, 1970, the Executive Committee of the Columbia Region Association of Governments considered the Oregon State Highway Department's plans for the improvement of the

1. Ava Avenue-Burnside Street Section of the Mt. Hood Highway.

2. Pacific Highway East between S. E. Reedway and the Clackamas County Line.

The Committee found that both projects are part of the regional street and highway plan and that the proposed improvements would constitute implementation of two parts of the master plan. Therefore, the Executive Committee of the Columbia Region Association of Governments unanimously voted to endorse the projects as explained and to encourage State and Federal officials to authorize the improvements to be undertaken.

Sincerely yours,

Homer C. Chandler
Executive Director

NOTED
L.E. GEORGE

HCC:jec
Copy Bud George

NOTED
R. L. SCHROEDER

NOTED
F. B. CRANDALL

RECEIVED
MAY 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. D. ALBRIGHT

UNFINANCED-UNPROGRAMMED
COOPERATIVE CONSTRUCTION-FINANCE PROJECTS

April 1970

#	SECTION	HWY	DIV	JURISDICTION	STATE	OTHER	TO
1	91st Avenue-Sandy Blvd.	123	A-M	Multnomah Co	$1,250,000	$ 600,000	$1,85
2	Powell Valley Road (Ava Avenue-Burnside)	26	A	Gresham	1,350,000	450,000	1,80
3	Phoenix (US 99)	63	C	Phoenix	120,000	40,000	16
4	1st Street (NCL-SCL)	54	E	Hermiston	262,500	87,500	35
5	Sherman Ave-Union Ave Couplet	9	C	North Bend	172,500	57,500	23
6	Siskiyou Blvd--I-5 (Ashland Street)	21	C	Ashland	525,000	175,000	70
7	Commercial Street-16th Street	240	C	Coos Bay	39,000	13,000	5
8	Emigrant-Frazier Couplet	28	E	Pendleton	650,000	150,000	80
				TOTALS	$4,369,000	$1,573,000	$5,94

(Cost data compiled from various sources; i.e., Construction, Design, Divisions, etc.)

DNH:mm, April 1970

cc: Forrest Cooper, R. L. Porter, Tom Edwards, F. B. Klaboe, V. D. Wolfe, F. D. Morgan, L. H. Young, D. H. Moehring, Robert Ellison, D. J. Barbee, V. E. Skoog, B. L. Gifford, John Earley, Floyd Query

Division Engineer _____

RECEIVED MAR 30 1970 FOR FILING

#7846

4-70

April 1970

JURISDICTION	STATE	OTHER	TOTAL	CONST.	R/W	STATUS
Multnomah Co	$1,250,000	$ 600,000	$1,850,000	$1,400,000	$ 450,000	Hearing held. Agree signed 7-67. County money not available.
Gresham	1,350,000	450,000	1,800,000	800,000	1,000,000	Hearing held. Agree signed 12-68. City money available.
Phoenix	120,000	40,000	160,000	160,000	--	Agree signed 12-69. Held in abeyance.
Hermiston	262,500	87,500	350,000	350,000	--	Held in abeyance. Agree pending.
North Bend	172,500	57,500	230,000	138,000	92,000	Held in abeyance.
Ashland	525,000	175,000	700,000	435,000	265,000	Held in abeyance.
Coos Bay	39,000	13,000	52,000	49,500	2,500	Held in abeyance.
Pendleton	650,000	150,000	800,000	800,000	--	Held in abeyance. Agree pending.
TOTALS	$4,369,000	$1,573,000	$5,942,000	$4,132,500	$1,809,500	

V. E. Skoog
B. L. Gifford
John Earley
Floyd Query
Division Engineer _____

NOTED
FLOYD QUERY

RECEIVED
MAR 20 1970
FOR FILING

#7846

March 18, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for four federal-aid projects as follows:

State Administrative District No. 2

Federal-Aid Primary — Ava Avenue-Burnside Street Section
Mt. Hood Highway

State Administrative District No. 2 and 3

Federal-Aid Interstate — Hubbard Interchange-Hayesville Intchge. Section
Pacific Highway

State Administrative District No. 3

Federal-Aid Interstate — Hayesville Interchange-Battle Creek Section
Pacific Highway

State Administrative District No. 6

Federal-Aid Interstate — Garden Valley Intchge. -Fairground Road Section
Pacific Highway

The estimated date of filing for federal-aid funds on these projects varies from June 1970 to September 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

ATTACHMENT B

NOTICE OF INTENT
March 18, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 2 City Gresham

County Multnomah Special District(s) (if applicable) -

Other affected jurisdictions/agencies -

---

2. Federal Program

Common Program Name Federal Aid-Primary

Authorizing Legislation Title 23 U.S. C. Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share	☐ Loan ☒ Grant 1,900,000	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	-
*State Agency Share	1,200,000	Other Funds (specify)	-
Other (specify)	-		
TOTAL	3,100,000	*Total State Agency Share	1,200,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date June 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
AVA AVENUE - BURNSIDE STREET SECTION, Mt. Hood Highway
Project to consist of preliminary engineering, right of way acquisition, grading, paving and incidental work to expand the existing substandard 2-lane highway to a 4-lane facility.

Length of Project	1.64 miles
Estimated ADT	1969 = 10,100 1990 = 28,000
Standards	Class A (4) Highway (Highway Technical Bulletin No. 19)
Typical Section	The portion of the proposed project between Ava Avenue and Main Street and the portion between Hogan Road and the easterly end of the project will have 72 feet between curbs which will provide a variable median 4 to 16 feet in width, four 12-foot travel lanes and a variable shoulder 4 to 10 feet in width. The portion of the project between Main Street and Hogan Road will have 84-feet between curbs which will provide a 16-foot median, four 12-foot travel lanes and 10-foot shoulders.
Structures	None

See attached map for geographic location.

Length of Project	1.64 miles
Estimated ADT	1969 = 10,100 1990 = 28,000
Standards	Class A (4) Highway (Highway Technical Bulletin No. 19)
Typical Section	The portion of the proposed project between Ava Avenue and Main Street and the portion between Hogan Road and the easterly end of the project will have 72 feet between curbs which will provide a variable median 4 to 16 feet in width, four 12-foot travel lanes and a variable shoulder 4 to 10 feet in width. The portion of the project between Main Street and Hogan Road will have 84-feet between curbs which will provide a 16-foot median, four 12-foot travel lanes and 10-foot shoulders.
Structures	None

See attached map for geographic location.

DEC 1 - 1969
FOR FILING
A 7846

December 1, 1969

The Honorable Alan Fisher
Mayor of Gresham
150 West Powell Boulevard
Gresham, Oregon 97030

Dear Mayor Fisher:

Thank you for your letter of November 25 concerning the widening of US26 in Gresham. We cannot at this time advise you when the State will be in a position to finance the construction. We will, however, try to fit it into all our upcoming programs.

In the meantime we will immediately hold the necessary hearings and begin the acquisition of the right-of-way so that we will be in a position to go ahead with construction as soon as funds do become available.

Members of our staff will be in early contact with you to set up the machinery.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - 9589
L. H. Young - Please set up the necessary hearings.
D. J. Barbee - Please cooperate with Mr. Young on the hearings and after hearings have been held, proceed with a right-of-way project.
H. S. Cox - Please review the agreements and see that everything is taken care of in this regard.
L. W. Rullen - Please make some personal contacts with the City; keep them informed of our schedule for hearings, etc.

FBK

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

958.9

REFERRED TO
Klabon
BY DEPUTY STATE HIGHWAY ENGINEER

November 25, 1969

Mr. Forest Cooper
State Highway Engineer
State of Oregon
State Highway Dept.
Salem, Oregon 97310

Dear Mr. Cooper:

The voters of the City of Gresham approved monies for the City's share of widening and improving U. S. Highway No. 26 (Powell Blvd.) in Gresham. The election on this matter was held October 7, 1969.

We do recognize your situation and understand the procedures necessary to carry out the program, but we do respectfully request every effort possible to accomplish the project.

At this time we suggest and offer the city's monies might be used for acquisition, this approach might help in determining a time table as well as give property owners more time to make their adjustments.

Should you desire any further information from the City of Gresham please contact myself or City Manager Robert L. McWilliams.

Very truly yours,

CITY OF GRESHAM

Alan Fisher

Alan Fisher
Mayor

RECEIVED
NOV 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

AF/pd
cc: L. W. Rulien
Donald Harwell

FORM. E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 21, 1969

To: Memo to the File

SUBJECT: Meeting City of Gresham
Ava Avenue-Burnside Extension
Mt. Hood Highway

At 9:30 A.M. on Wednesday, November 19, 1969, and at the request of Mr. McWilliams, City Engineer of Gresham, Don Harwell and I attended a meeting. Also present at the meeting were the mayor and most of the city council.

The City of Gresham had a bonding proposal approved by the voters and, although they had not sold the bonds yet, were prepared to do so, and thus enable them to finance their portion of a proposed improvement of Powell Boulevard through Gresham. They wished to inquire into the procedures to be followed to get this job done, the possible scheduling of the job so that they, in turn, could coordinate and have their sale of bonds at an appropriate time. We advised the City that the project had not been scheduled or financed yet by our Department, but that the location survey had been completed, and that the next step would probably be the holding of a public hearing.

It was indicated to them that such a hearing could possibly be held in late February or March. If funds were available and if everything went smoothly, right of way acquisitions could probably proceed, and that under the best of circumstances, the earliest contract letting would probably be late spring of 1971. We cautioned them that we just did not know what the funding situation or scheduling would turn out to be.

They appeared satisfied with the above-mentioned dates, and inquired if things could be speeded up if they would make all of their 25 per cent of the total project cost available for early acquisition of right of way. We indicated that this could possibly speed up right of way acquisitions, in particular if lack of money turned out to be the hold up, and if the funds were applied to the more difficult right of way acquisitions. We suggested that they write a letter to the Department setting forth their proposals, and that this would probably be a good way to initiate the necessary steps towards public hearing and project scheduling.

L. W. Rulien
Division Engineer

RECEIVED
NOV 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

LWR:fb
cc F. B. Klaboe
D. J. Barbee
H. S. Cox

DEPARTMENT
NOV 17 1969
FORM E-30 (12-67)
FOR FILING
H 78416

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 14, 1969

SUBJECT: Ava Avenue-East Burnside Street Section
City of Gresham
Mt. Hood Hwy (Powell Boulevard)
Multnomah County

To: Mr. L. W. Rulien
Division Engineer
Post Office Box 02157
Portland, Oregon

NOTED
F.B. KLABOE

Reference is made to your letter of November 6 in regard to subject section. This was reviewed by Mr. Barbee and Mr. Klaboe and this is to advise you to proceed with your discussions with the City on the basis of the widths as originally submitted, as you request.

The agreement with the City is based on a $1,800,000 estimate and I believe that it would be appropriate to determine whether they would be in a position to go higher, if necessary, or if a reduced section would be desired to stay within this limit if some unforeseen increase becomes apparent.

D. J. Barbee
Design Engineer

By A. D. Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp
cc: F.B. Klaboe
H.S. Cox

RECEIVED
NOV 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 6, 1969

SUBJECT:

Survey Powell Boulevard
Ava Avenue-E. Burnside Section
Gresham

To:

Mr. D. J. Barbee
Design Engineer
Salem

As a result of your letter of July 10, 1969 and telephone conversations, I have asked Willard Scofield to review in some depth the typical sections on which the subject project was originally done, as compared to the revisions of those sections to lesser widths. Attached is a copy of a report from Willard Scofield in this regard which contains the cost differentials.

The City of Gresham was consulted during the course of our survey and were in agreement with the sections as we worked them up and submitted them. They have successfully passed a bond issue from which they anticipated financing this work. Mr. McWaters, City Manager of Gresham, called me a short time back and suggested that we have a meeting in the not-to-distant future to discuss the timing of this project.

I would like to make one more plea prior to this forthcoming meeting--that we leave the widths as submitted and not cut them down. Over the long pull, Powell Boulevard in this area will continue to be a very important artery. Left turn channelization has always proven most desirable to maintain some capacity on the four-lane facility in this type of a setting with the numbers of intersecting streets. It is felt that the additional cost is justified by the gain to the facility. Will you please advise so that I may make the proper approach when I meet with the City of Gresham.

L. W. Rulien
Division Engineer

LWR:Pb
cc W. J. Scofield

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97232
November 5, 1969

SUBJECT: Proposed Revision
Ava Avenue-E. Burnside Section
Powell Boulevard in Gresham

To: Mr. L. W. Mulkey
Division Engineer
O F F I C E

Pursuant to your request, I have considered the revisions in the typical section for the subject widening of Powell Boulevard in Gresham. These revisions are set forth in a memo from George Wills dated July 10, 1969.

The curb-to-curb revision in width are:

(1) Ava Avenue to Main Street, 46 feet. The preliminary plan as worked up last spring called for 72 feet in width.

(2) Main Street to Hogan Street, 84 feet, or the same as the original plan.

(3) Hogan Street to end of reversing 10° curves, 60 foot width. 72 feet planned originally.

(4) End of reversing curves to East Burnside junction, 72 foot, or same as original plan.

The latest plan reduces the construction cost estimate from [illegible] to $711,000, and right of way from $1,100,000 to $976,000, or a total reduction of $171,000.

The reduced widths on the ends of this section seem rather drastic [illegible] justified by the cost saving. The 1969 traffic counts are 8,750 ADT just west of Main Street, 7300 to 15,000 ADT from Main Street to Hogan Street, 520[illegible] ADT from Hogan Street to East Burnside Junction. Considering the growth projected in the Gresham area, Powell Boulevard traffic will surely increase at a high rate. Powell will also probably be the main feeder road to the east and west interchanges on the I.C. Wood freeway bypassing Gresham to the south.

The present, and more particularly the forecast, traffic justifies a [illegible] lanes, [illegible] which pedestrians can cross streets and [illegible] also justifies a 16-foot median. This cannot be squeezed into a 46-foot or 60-foot width.

[illegible] of Ava Avenue, there is plan for a new north-south highway from Powell [illegible] Reynolds Street. This is a city-county joint venture for the purpose of relieving traffic on Main Street. This is planned to be a four-lane highway. It uses a portion of the vacated fairgrounds property north of Powell. The highway is also planned eventually to be extended south to the [illegible] Highway. This highway will surely add to the traffic on Main. Main Street north of Powell is one-way southbound and feeds approximately 4000 ADT into Powell southbound.

Due to [illegible] the line shows through the 10° curves and the present road's lopsided crown section dictate reconstruction. The proposed 60-foot width does not appear to accommodate even a tight [illegible] facility with a [illegible]. A bare minimum, 66 feet (4' - 12' - 12' (median) - 12' - 4') seems to me to be needed.

In your [illegible], the preliminary plans and cost estimate was considered by this city council as a [illegible] completion of this assignment. [illegible] and machines [illegible] on the plan and estimate. Recently, a bond issue was approved to provide the city's 25 per cent portion [illegible]. This was prepared on the basis of the original planned 72' - 84' - 72' street widths and the $1,000,000 estimate.

I [illegible] prefer with the latest plan curb lines and right of way lines [illegible] this is the only [illegible] I have. If it is to be forwarded, I would like to make a copy.

W. J. Schield
Assistant Engineer

WJS:rb
Encl.

RECEIVED
AUG 12 1969
FOR FILING

#78466

3006

August 8, 1969

Mr. Gordon G. Hatch
Route 1, Box 491
Oak Harbor, Washington 98277

Dear Mr. Hatch:

Re: Ave Avenue-East Burnside Road Section
Mt. Hood Highway, Multnomah County

This is in reply to your letter of July 31 concerning the State's plan to build a freeway on Powell Boulevard through Gresham.

We do have a survey under way to construct a four-lane arterial street on Powell Boulevard in Gresham. This will not be a freeway but rather an at-grade facility. Under our present plans, we will not require any right-of-way from your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
L. W. Rullen - Enc.

DNS:jp srb

July 31-69

Oregon State Highway Department

Salem

Oregon

9179

REFERRED TO
Admin
BY SECRETARY

Klabon

Portland

Gentelmen:

We have heard rumors that the Highway Department plans to build a Free way on Powell Blvd. through Gresham Oregon.

We own property at 401 E Powell Blvd in Gresham, and would like to know if this New Free way would in any way effect our property.

We would very much appriciate a reply to this letter.

Yours Very Truly

Gordon L. Hatch

R 1- Box 499

Oak Harbor

Wash

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AUG - 5 1969
DESIGN
DIVISION

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AUG 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 30 1969

#7846

July 23, 1969

The Honorable Alan Fisher
Mayor of Gresham
150 West Powell Boulevard
Gresham, Oregon 97030

2455

Dear Mayor Fisher:

The copy of the "Gresham Plan" which you recently submitted for our information has been reviewed with interest.

Your goals and objectives are commendable and we wish you success in their achievement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

NOTED
F.B. KLABOE

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K2955
D. J. Barbee
L. W. Rulien

ADO:ak srb

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

-9033

REFERRED TO
Admin
BY SECRETARY

June 20, 1969

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Enclosed is a copy of the Gresham Plan which is being considered for adoption. In its preparation, the plans of your agency and many others were taken into account in the hope that the Plan would provide the basis for continuing cooperation in local development matters. We would appreciate any comments you may have concerning the Plan and look forward to working with you in the improvement of this area.

Very truly yours,

CITY OF GRESHAM

Alan Fisher
Mayor

AF:b

cc: Bureau of Governmental Research and Service
University of Oregon
P. O. Box 3177
Eugene, Oregon 97403

encl:

RECEIVED
JUN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 30 1969
OREGON
STATE HIGHWAY COMMISSION

UNIVERSITY OF OREGON

BUREAU OF
P. O. BOX 3177
School of Community Service
and Public Affairs

EUGENE, OREGON 97403
telephone (code 503) 342-1411

Portfer

January 6, 1969

Alan Fisher, Mayor
City of Gresham
City Hall
Gresham, Oregon

Dear Mayor Fisher:

Accompanying this letter are preliminary copies of the Gresham Plan which culminates the planning studies undertaken over the past four years. The Plan is organized as follows:

Part I	PLAN TEXT	(Includes Parts II and III by reference)
Part II	PLAN MAP	(Colored wall map)
Part III	PLAN SUPPLEMENTS	(Various technical studies)
	PLAN INSTRUMENTS	(Various city ordinances and regulations)

Guiding the growth of a rapidly expanding city such as Gresham is a very difficult task. The new Gresham Plan has been designed to make that effort easier and more effective. The 1952 Gresham Plan by Mr. Freeman did not remain useful to the city over the years. Planning did not become an integral part of the city's decision making process. The new City Plan is intended to correct this situation and to institute a new way of dealing with current problems so that the Gresham of tomorrow will be closer to the desires of the people.

Activities connected with the acceptance and adoption of this Plan should include the following:

The Planning Commission should be asked to review the Plan, holding public meeting and seeking advice from special groups, other city commissions, consultants and interested citizens as appropriate. The purpose of this review should be to agree upon a Plan which will best guide Gresham's future, and which can be recommended to the Council for adoption.

The City Manager, particularly, should have a key role in the formulation of the final Plan. It will contain policies and guidelines related to many important aspects of city growth and development for which he is responsible. It should, therefore, be designed to assist him in assuring consistency and continuity in the day to day operations of the city.

Preliminary copies have been supplied for review by the city council, planning commission, downtown committee and park commission. In order that adequate coordination with other agencies can be achieved, it is required that preliminary reports prepared under the local planning assistance program be referred to affected public agencies for review and comment. Additional copies of the preliminary Plan draft have been supplied for this purpose and a suggested letter of transmittal is attached. The Plan should be sent to at least the following agencies:

Board of County Commissioners, Multnomah County
Multnomah County Planning Commission
Multnomah County Park Department
Multnomah County Department of Public Works
Mayor, City of Portland
Portland City Planning Commission
Columbia Region Association of Governments
Gresham School Districts
Mount Hood Community College
Oregon State Highway Department

The Council, after satisfying itself that the Plan represents the best and most practicable guide which can be devised, should adopt the Plan. The resolution included in the Plan text may be adapted for this purpose. A place for recording this action has also been provided on the Plan Map.

Having adopted the Plan, care must be taken that this decision concerning long range objectives does in fact have a bearing upon the making of subsequent decisions on detail matters covered by the Plan. The Plan Text and Plan Map should be conveniently available for reference. Whenever it is not readily apparent how a specific problem can be solved so as to accord well with the Plan, action should be delayed. This will give time for further study of planning factors and for assistance or advice to be sought from appointed commissions or specialists.

Plan amendments to the Map or Text should be considered whenever, after due consideration, decisions are reached or actions taken which constitute a new policy with respect to the way the city should develop. Zone changes will probably be the most frequent occasions for such Plan amendments. Current questions such as the final location selected for the

Mt. Hood freeway and pending revisions to road standards by the Federal Department of Transportation will also need to be incorporated into the Plan when they have been resolved.

If the Plan is formally amended whenever circumstances warrant it, the Plan will always represent the current position of the City and will continue to be a valuable guide for development decisions.

The Gresham Plan, of course, should not be at variance with other city policies or regulations. For instance, the street standards in the Plan should be reviewed and reconciled with the standards set forth in the City Subdivision and Zoning Regulations. There also may be other current policies, procedures, standards, programs or activities which are essential parts of the city's overall scheme for accommodating growth and change and which should therefore be incorporated into the Plan. If such additions and refinements are made, the Plan will grow in usefulness.

The adoption of the Gresham Plan will be a serious step and the beginning of a new way of dealing with city affairs. This action, however, need not constitute a pre-commitment by the Council to act in a specific way on all questions which may come before it in the future. Rather, the adoption of the Plan will make public and formal the general attitude, intent, position and policy of the city with respect to those aspects of community development which are embodied in the Plan.

Council decisions in the future would be based upon the facts of each case, considered within the framework provided by the Plan. Keeping the Plan in the forefront of all relevant developmental decision making will assist in clarifying many issues with which the city must contend. It will also gain for the city many of the advantages which can only come from knowing clearly where one wants to go and continuing to work toward this end.

Yours very truly,

C. R. Nims

Cyrus R. Nims
Planning Consultant

Enclosures:

Forty-five copies of Preliminary Gresham Plan
Official colored Plan Map
Black Line print of colored Plan Map
Extra copies of Plan Map, black and white reduction
Materials to keep Plan Map up to date
Suggested letter of transmittal to affected planning agencies
Notebook for Plan Instruments and Supplements.

THE GRESHAM PLAN

GRESHAM OREGON

The preparation of this plan was financially aided through a federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954 as amended. Project No. Oregon P-80.

CITY OF GRESHAM

City Council

G. Alan Fisher, Mayor

Sid Bartels
Ross Fanning
William Hessel, Jr.
Elmer Summerfield
Herb Wandtke
Robert Ward

City Planning Commission

Kenneth Bateman, Chairman

Sam Grover
M. Keith Hansen
Arnie H. Heuchert
Vyron Hodges
Chet McRobert, Jr.
Jack Nightingale

Park Commission

John Bryan, Chairman

Dick Close
Carroll Hermanson
Mrs. Don Holtzheimer
James Lock
John McIntyre
Mrs. Chet McRobert, Jr.

Downtown Committee

Gordon Stone, Chairman

Sid Bartels
Ray Bergeron
Jim Cartier
Stafford Dowsett
Don Fancher
Ross Fanning
G. Alan Fisher
Carl Graf
Jerry Green
William Hessel, Jr.
Roger Kidder
Dick Molowney
Marv Ogle
Neil Riegelman
John Schmick
Roger Shields
Mike Tomasini
Burton Walrad
Herb Wandtke
Robert Ward

THE GRESHAM PLAN

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City of Gresham
150 West Powell Blvd.
Gresham, Oregon
665-3144

City Planning Commission
Gresham, Oregon

RESOLUTION

WHEREAS, The Gresham City Planning Commission has studied the potential and prospects as well as various elements of the city's population and environment with respect to past and future development, and

WHEREAS, the public interest requires the promotion and preservation of the community values of health, safety and general welfare, for the future as well as for the present, and

WHEREAS, the Commission is interested in the stabilization and protection of property values and the economic well-being of the area, and

WHEREAS, the Planning Commission deems that the consistent pursuit of these objectives through coordinated public and private effort can best be achieved by the adoption of a City Plan, and

WHEREAS, the Planning Commission is authorized by state statute and municipal ordinances to prepare a plan for the development of the community,

NOW THEREFORE, be it resolved that the Gresham City Planning Commission adopt this document and the accompanying map as the Plan for the City of Gresham, Oregon, and

BE IT FURTHER RESOLVED that the Planning Commission recommend this Gresham Plan to the City Council of the City of Gresham for adoption as a guide and as the official development policy of the city of Gresham.

Adopted by the Gresham City Planning Commission,

Dated this _____ day of _____ 1969

_____
Chairman, Gresham City Planning Commission

(Attest) _____

PART I THE GRESHAM PLAN

• TEXT

Introduction

General Assumptions

General Objectives and Policies

LAND USE

General Land Use Objectives

Residential Objectives

Commercial Objectives

Central Area Objectives

Industrial Objectives

TRANSPORTATION

Traffic Circulation Objectives

PUBLIC FACILITIES

School Facilities Objectives

Utility Objectives

Other Public Facilities Objectives

OPEN SPACE and AMENITIES

Park & Recreation Objectives

Urban Beautification Objectives

INTRODUCTION

During Gresham's current developmental period, innumerable decisions must be made and many actions taken by public agencies and private individuals. The end product of these decisions and developments will be the Gresham of tomorrow. It is the conviction of the Council that in these matters a more satisfactory and livable city will result if these decisions are informed and guided by a City Plan and a consistent planning process.

The Gresham Plan is based upon extensive study by elected officials and appointed citizen commissions. It sets forth the intent and policy of the City of Gresham concerning future growth and development.

The Plan is composed of three inter-related parts. Part I is this Text which summarizes the written elements of the Plan. Part II is a colored official Plan Map retained in the City Hall. Part III of the Plan is composed of Supplements and Instruments which are incorporated into the Plan by reference. Supplements consist of supporting reports and documents which contain pertinent data, analysis and proposals. Instruments consist of municipal regulations which have been adopted by the City to regulate construction and development and, therefore, are important means for realizing the objectives of the Plan.

The City will consult the Plan when making decisions on matters affecting the physical development of the community, and the decisions reached will be made in the light of the objectives of the Plan.

In order to study and properly relate different projects and programs, the Council has established three special advisory commissions: the City Planning Commission, City Park Commission, and Core Area Redevelopment Committee. Questions relating to the province of these Commissions will be referred to them for study and recommendation prior to final action by the City Council.

As the city grows, the assumptions and features of the Plan may require amendment. The City will, therefore, from time to time, review the Plan to bring it up to date with current needs and circumstances and with new policies. To assist in evaluating and amending the Plan, the City will welcome at any time the advice of private individuals and organizations upon the substance of the Plan, and solicits such assistance in making the Gresham Plan a practical guide to a better city for all.

It is recognized that many of the important decisions which will determine the form and character of Gresham's growth will be made by private individuals and enterprises acting primarily in their own self-interest. It is assumed that, in the main, the intent of such efforts will also be to benefit the community as a whole and will, therefore, contribute to the public welfare and to the improvement of the City. At the same time, it is felt that the tendency of cities toward over-crowding, congestion and conflicting activities within limited areas demands that the City exercise a guiding and, if necessary, restraining hand upon development activities. Regulations of this nature have been cited in Part III of this Plan. Through such devices the City intends to safeguard the general welfare and insure that the physical facilities and environment which result are as beneficial and livable as possible.

GENERAL ASSUMPTIONS

The Gresham Plan is based upon the following assumptions:

1. Recent trends in the direction of metropolitan expansion will continue. Lands to the north and later to the east and south of Gresham will be occupied as available building sites closer to the metropolitan center are filled up. Because of the pressure of population for land, it is not anticipated that the present agricultural activity will continue indefinitely, but rather that it will in time give way to urban uses. It is expected that the productivity of the land and the economics of farming activities will determine how long the agricultural pursuits will continue.

2. Building activity will tend to gravitate most rapidly to areas served by sewer and water systems. Although good vacant sites exist and are being occupied within the city, significant amounts of new development will occur on the outskirts of the city in areas newly served with city water and sewer systems.

3. The median age of the total city population will decrease. This will be due primarily to an increasing proportion of young families in the newer parts of the city.

4. As the city enlarges, its population will exhibit greater variety with respect to such things as income, age, education, and occupation. This variety will add richness to the quality of city life but will also create demands for a wider range of urban facilities and services.

5. Population growth in Gresham will be based primarily on job opportunities to be found in other portions of the metropolitan area and not within the city. Employment within the city will continue to be dominated by the trades and services.

6. The growth of Gresham will be influenced by occurrences within an area which extends somewhat outside the city. For study purposes this area has been defined as lying between Stark Street and the Multnomah County line and from a line following S. E. 167th, 174th, Jenne and Foster Road, easterly to a line along Troutdale, Powell Valley and Boring Roads. The population of this area, which was 18,355 in 1960 is expected to increase to 37,797 by 1980, and to

45,432 by the year 1990.[1] This would constitute a 148% increase between 1960 and 1990.

7. That beyond 1990, but still within the forseeable future, virtually all the private land which is suitable for building will be occupied. This planning area is calculated to have a population capacity of 110,000 persons.[2]

8. That the city of Gresham will remain as a viable political unit of government within the metropolitan complex of local governing units, and that it will maintain a policy of facilitating the development of surrounding land through annexation and the extension of essential urban services.

9. That the city's central commercial district will continue as the major retail and service center of east Multnomah County, serving a trade area extending generally from the Columbia and Sandy Rivers west to the vicinity of 122nd Ave. and south into Clackamas County a short distance.

10. That the basic system of major arterials will remain essentially as it is today, with the exceptions of an alternate route through Gresham for 223rd Ave., a new east-west arterial in the vicinity of Butler Road, and the construction of the Mt. Hood freeway in the vicinity of Walters Hill.

11. That existing city charter provisions and ordinances setting forth city policy and existing state laws defining municipal responsibilities and powers will remain essentially as it is today.

---

[1] "1960-1980 Growth Factors," Metropolitan Planning Commission, Portland, Oregon, December 1962.

"Employment and Population Projections to Year 2000, Portland SMSA." Columbia Region Association of Governments. August 1968.

[2] "Neighborhood Analysis, Gresham, Oregon," Bureau of Municipal Research and Service, March 1967; and "Population and Housing, 1967," Multnomah County Planning Commission, January 1967.

GENERAL OBJECTIVES & POLICIES

Underlying this guide for Gresham's future growth are certain basic purposes or goals which the city of Gresham seeks to achieve.

It is hereby declared to be the purpose of the city, through the Gresham Plan and associated planning instruments and processes, to bring about an urban environment which will protect and enhance the citizen's security and sense of well being, his capacity to assume a productive role in the community, his individuality and feeling of personal worth, his opportunities to achieve harmonious and meaningful relationships with others, his participation in decisions affecting his local community, and his appreciation of the value and beauty of the city's natural setting.

In adopting this Plan the Council recognizes certain factors and conditions which exist in Gresham:

1. Through the years Gresham has had many desirable living qualities. During the current period of growth and development some of these could be lost. Planning offers the most practicable way to retain these qualities and to see that each new addition makes the maximum contribution to the city.

2. This requires foresight and a broad framework within which the sometimes conflicting factors of growth can be balanced and adjusted. This framework is also needed to assure a consistent and uniform program through the years, so that the community does not pursue a shifting or contradictory course, upon which no reliance can be placed by residents or businessmen.

3. The emphasis of the Plan Text is upon "objectives and policies". This is, in part, to clarify the reasons for city improvement and to gain support for measures necessary to bring this improvement about. The Plan is an alternative to a policy of "let the future take care of itself", or "solve each problem which arises on the basis of just the facts at hand".

4. The dynamics of the growth facing Gresham means that the future cannot be foreseen or predicted with precision or pre-determined in great detail. The Gresham Plan, therefore, is not a rigid or unchangeable blueprint. Unforeseen circumstances and clearer or improved concepts of what the city should become will require continued examination of the Plan for possible improvement through amendments.

5. Such changes in the Plan will be made only after careful study and will be guided by the underlying objectives and policies. In this way, the City will avoid arbitrary, inconsistent or incompatible elements in the plan or in the plan or in the development of the city.

It is hereby determined that the following are the objectives and policies of the city with respect to general growth and development. In later sections more specific objectives are set forth dealing with major components of the plan.

1. To promote an orderly, convenient and efficient relationship between different uses of land.

2. To facilitate rapid, safe, and convenient movement of people and goods through the community.

3. To provide places and facilities for recreation and for the constructive and enjoyable use of leisure time.

4. To bring about the creation of a pleasant, safe, quiet and healthful living environment within residential neighborhoods.

5. To assist in the establishment of convenient and attractive business centers with a full range of choice in goods and services.

6. To preserve places of natural and scenic beauty and to retain for future residents places within the community where native plant and animal life continues to flourish.

7. To acquire land and construct buildings for public purposes in a way which will assist in realizing the objectives of the Plan.

8. To anticipate the future need for land for public buildings and activities so that these may be acquired in advance, avoiding rising land costs or disruption to private developments.

9. Insofar as possible, to budget municipal funds so that capital projects are part of a long range financial program which permits the gradual expansion of municipal facilities.

10. To provide other public agencies. through the Gresham Plan, with a basis for advance acquistion of properties needed for various public purposes. Also, to provide a basis for retaining lands now publicly owned for which there is no current public use, but which will eventually be required for a public purpose.

11. To utilize the powers of the city, as set forth in state law, the city charter and city ordinances, to protect the public health, safety and general welfare through the planning process. To accomplish this by the enactment and enforcement of special ordinances as necessary to regulate the subdivision of land, the construction of buildings and other structures, and the activities conducted on the land or within such structures.

12. To assist where practicable in the provision of housing in a range of types, sizes and costs which will meet the requirements of local citizens.

13. To maintain in the center of the city places for those civic, social, cultural, amusement, health, professional and commercial functions which will permit Gresham to continue as a focal point and center of gravity for the urbanization taking place in east Multnomah County.

14. To bring about an improvement in the appearance of the city-scape, so that signs, buildings, structures, landscaping, and uses of land will contribute to a pleasing and orderly environment for all.

15. To provide a set of conditions which will tend to maintain relative stability and predictability and the highest practicable level of building, development, maintainance and repair, thereby stabilizing property values and encouraging sound investment.

16. To work for a close integration of the private utilization and development of the land with the provisions of public facilities and services and to bring about an economical and efficient relationship between them.

17. To encourage the establishment of additional firms offering employment to local residents, providing these are located and developed in accordance with the Plan. New local employment will have the advantage of short trips to work and additional taxable values. This objective recognizes that because of Gresham's location within the metropolitan area, future growth will not be dependent upon additional employment within the city.

18. To integrate the Gresham Plan and planning procedures with similar efforts by Multnomah County and the Columbia Region Association of Governments. To cooperate with these agencies in the exchange and review of information on development issues and proposals of mutual interest. This is necessary because the future of Gresham is inextricably involved in the future of the county and the entire Metropolitan area.

19. To cooperate with other local, state and Federal agencies in realizing the Plan. It is essential that projects and developments by agencies other than the city government conform to the Plan in order to achieve harmonious city growth. Examples of such other agencies are: The School Districts, County Park and Public Works Departments, State Highway Department.

20. To reflect the objectives and policies of the Gresham Plan in all municipal ordinances, regulations and programs dealing with physical development of the environment. Many of these measures have been incorporated into the Plan by references (Section III).

LAND USE

It is important for the future of Gresham that the various uses to which the land is put are harmonious and compatible, resulting in a stable, orderly community. It is the purpose of the City to designate the most appropriate uses to which the land throughout the city may be put, and through the Gresham Plan to accomplish the following general objectives:

GENERAL LAND USE OBJECTIVES

1. To designate sufficient area for the expansion of all the major types of land use for at least the next 15 years.

2. To make it possible in predominantly built-up areas of the city for the land to be devoted to the kinds of uses which have tended to predominate and flourish there because of natural locational advantages.

3. To establish suitable separate locations for certain types of land use which have been found to be incompatible with other types of land use.

4. To establish some intermediate activity, separation or buffer condition between major areas of land use which are adjacent to each other and apt to conflict.

5. To encourage the development of vacant properties which have existed within the city, because these areas have already been provided with a wide range of conveniences and services.

6. To permit the continuation of intensive agricultural pursuits in certain areas in and around Gresham where such uses do not create serious problems for nearby residents. No special municipal regulation or program is envisioned in the Plan to maintain or preserve the agricultural uses from conversion to urban uses, except that no effort will be made to extend municipal services to the east of Beaver Creek.

RESIDENTIAL LAND USE OBJECTIVES

1. To establish throughout the city, residential districts or neighborhoods which are protected from through traffic and other encroachments and which provide a safe, quiet living environment. These neighborhoods should be large and populous enough to support a school, park, and other local neighborhood services.

2. To bring about a general density of population within the neighborhood which is fairly uniform. Depending upon circumstances such as the scale of development and the way in which projects are planned and executed, housing types, streets patterns and lot sizes may vary and densities may be greater along arterial streets or in the vicinity of of commercial centers.

3. To permit residential areas in older portions of the city which are convenient to shopping and other community services to be developed at higher population densities, utilizing multi-family structures.

4. To cooperate with private developers and property owners in the provision of street, curb, sidewalk, street light, utilities and street trees within residential areas in accordance with the desires of benefited property owners and city wide policies.

5. To insure a minimum level of structural and fire safety and building quality by requiring that all construction conform to the Gresham Building Code, Plumbing Code, Fire and Electrical Codes.

6. To insure that appropriate residence type and minimum conditions of light, air, access around buildings, yards and outdoor living spaces are provided by requiring that all new residential development conform to the Gresham Zoning Code.

7. To assure sufficient lot size for modern single family dwellings and living patterns by requiring that lot sizes in all newly developed areas shall be a minimum of 7000 square feet. Minimum lot sizes of 10,000 square feet may be established in certain outlying areas depending upon topographic or other conditions.

COMMERCIAL LAND USE OBJECTIVES

1. To bring about a concentration of business activities in groups or clusters in order to more conveniently serve the public and to prevent the scattering or mixing of business with non-commercial land uses.

2. To provide commercial uses which serve patrons from a wide area with locations which have a convenient relationship to the arterial street system serving the trade area. This will be done in such a way that the traffic carrying function of the arterials is not impaired.

3. To provide for different kinds of commercial areas within which a variety of compatible activities may be established. To locate these in different parts of the city in a suitable relationship to their natural trade areas.

4. To permit, in certain situations, and with special safeguards, major arterials which are not suitable for intensive commercial development to be developed for service and professional uses. Such uses to have a low level of patronage and to be compatible with associated multi-family development.

5. To insure that sufficient land is available for the development of compact and efficient commercial concentrations which are essential for effective business activity. To accomplish this by preserving areas especially suitable for business from encroachment by new non-commercial uses.

6. To designate an amount of land for commercial development throughout the city which will be sufficiently generous to accommodate all growth which can be reasonably anticipated. This will be done in part to make it unnecessary to introduce commercial uses along arterial streets or in other inappropriate places in the community.

7. To have adequate parking provided in connection with all new commercial development. Minimum levels of off street parking to be as set forth in the zoning ordinance. The city will give consideration to alternative means for providing off street parking and will provide leadership in finding ways of meeting the special parking needs of the central area of the city.

CENTRAL AREA LAND USE OBJECTIVES

1. To provide guidance and assistance in the preservation, improvement and renewal of the central area of Gresham which contains the city's primary commercial, service and public functions. To see that Gresham's downtown continues to play its role as a center of economic, social and cultural activity in East Multnomah County.

2. To provide in the Gresham Plan and in special studies of the central area a basic downtown plan scheme which will permit public and private development efforts to be coordinated and focused for the maximum effect.

3. To make provision for the gradual expansion of the central area functions to meet the growth needs of the trade area.

4. To maintain the focus of central commercial functions within a twelve block area bounded by Powell Blvd., Fourth Street, Hood Street, and Miller Street. To devote the heart of this area primarily to buildings and to pedestrian circulation.

5. To create around this pedestrian core a belt of off-street parking and arterial streets which facilitate vehicular access to the center. To establish downtown traffic patterns such that shoppers may park at the periphery and proceed on foot without encountering traffic congestion.

6. To make it possible for the fair ground property to be reused for central commercial purposes. If such re-use should occur, to establish street, parking, pedestrian and other links between it and the existing central area so the two areas will constitute a single functioning unit which will in time and in fact, be Downtown Gresham. To make it possible for the public to walk throughout this unified central area without undue hazard from moving traffic.

7. To establish a buffer of apartment development between new fair grounds uses and surrounding single family developments, providing these do not rise above adjacent residences.

INDUSTRIAL LAND USE OBJECTIVES

1. To preserve lands having characteristics suitable for industrial purposes by preventing the construction within these of non-industrial uses.

2. To confine industrial uses to the vicinity of areas already used for industry, these being generally located along the railroad track in the north part of the city.

3. To establish special setbacks and screening along the boundary of industrial activities where these are adjacent to residential neighborhoods.

4. To require the creation of off street parking and loading areas which are adequate for the truck and automobile traffic generated by industry.

5. To reflect in the Gresham Plan areas around Gresham which have been designated in the Multnomah County development plan for industrial purposes.

TRANSPORTATION

The Gresham Plan establishes the basis for integrating various means for the movement of people and goods through and within the city. It is the purpose of the city that such transportation methods be as rapid, safe, convenient and economical as possible; that they be suitably located, interconnected and integrated with the persons, areas and establishments which they serve; that they be adequate for future as well as present needs; that they be so designed, constructed and managed as to have the least possible adverse effect upon living conditions, visual quality, and the safe and efficient conduct of the city.

TRAFFIC CIRCULATION OBJECTIVES

1. To establish a systematic network of trafficways related to the patterns and needs of urban activity which will permit the traffic to move safely and efficiently from one point to another in all parts of the city without disrupting other activities or bisecting areas which have a natural unity, such as residential neighborhoods.

2. To establish appropriate thoroughfares which will provide access to the city's central area and other retail centers, but which will not conflict with high levels of pedestrian traffic in such areas.

3. To provide a basis for coordinating decisions on street extensions and improvements and a framework for regulatory measures governing set back lines, street design, improvement standards and layout of streets in new subdivisions.

4. To establish a system for classifying streets based upon the kind and amount of traffic which they will carry. The following types of streets have been incorporated in to the Gresham Plan: (See Supplement 2 for standards)

    a. Regional arterial
    b. Arterial
    c. Collector
    d. Access street

5. To assign a specific classification to each major arterial in the Gresham area, and to establish for each a design right-of-way width which will permit it to be gradually improved to adequately handle the traffic which it will carry when the area is built up. (See Zoning Ordinance, Instrument 2)

6. To establish building set backs on all arterials of inadequate width, and to require that dedications for widening be made when land along major arterials is subdivided or when it is developed.

7. To work with Multnomah County and the State Highway Department to secure the upgrading of Powell Blvd., E. Burnside, Division St., Fairgrounds Blvd., and other arterials which are part of county or state systems so that these routes can adequately move large volumes of traffic through the city with minimum disruption and hazard for motorists and local residents.

8. To work with the Oregon State Highway Department in arriving at decisions on the alignment and interchanges for the Mt. Hood Freeway so that this facility causes a minimal disturbance for the city and provides the highest practicable level of access to local areas.

9. To cooperate with other local governments through the Columbia Regional Association of Governments in the continuing process of analysis and design of the metropolitan transportation system so that local streets may function properly within a larger system of arterials.

10. To resist the tendency for regional arterial streets to become strips of mixed commercial uses. To maintain the traffic carrying ability of the arterial system, and East Burnside in particular, by prohibiting uses along these streets which would cause undue stopping and turning movements, with accompanying hazards for pedestrians and the motoring public.

11. To keep the number of intersecting and crossing local streets on regional arterials to a minimum by vacating, wherever possible intersecting rights-of-way, and by preventing new intersections from being created within new subdivisions. To arrange wherever possible, for uses along major arterials to utilize other minor streets or frontage roads for access rather than the arterial itself.

PUBLIC FACILITIES

It is necessary that various kinds of public works and facilities be coordinated with private land development and with transportation systems, and that they be adequate for future as well as present need. The Gresham Plan establishes the basis for coordinated and forward looking facilities planning. It is the purpose of the city that the buildings, grounds, utilities and facilities which are necessary to promote and protect the safety, health, education and enjoyment of the people shall be located, designed and constructed by the responsible public agencies so as to follow, support and assist in the realization of the objectives of the Gresham Plan.

SCHOOL FACILITIES OBJECTIVES

1. To cooperate with the Gresham school district in selecting new school sites which accord with the Gresham Plan.

2. To locate elementary schools centrally within the residential neighborhoods they will serve, so that when these areas are built up children may walk to school without crossing busy thoroughfares, rail lines or non-residential areas.

3. To work for the adjustment of school district and attendance boundaries where this will make possible a better conformance with the objective above.

4. To locate schools and city parks together and to foster joint use so that they may function as neighborhood activity centers when not in use for educational purposes.

UTILITY OBJECTIVES

1. To provide all areas of the city which are suitable for development with water and sanitary systems and to expand these as necessary to keep pace with a growing population.

2. To extend sewer mains into areas adjacent to the city where the cost of these can be borne by the benefited property and upon the condition that areas served annex to the city. This will involve extension of trunk sewers south-easterly along Beaver, Kelley and Johnson Creeks, and along East Burnside.

3. To construct high level water storage facilities on Walters Hill and new tanks or reservoirs in the east and west portions of the city as needed to serve additional population.

4. To require, insofar as possible, that new residential developments and commercial or industrial complexes include all necessary public improvements as part of initial construction so that such areas will not be subject to undue additional public improvement and maintenance costs.

5. When acquiring easements for public utilities in areas having value for other public purposes, such as recreation or open space, to acquire additional easement or rights to accomplish such purposes.

6. To provide storm sewers to areas of the city where periodic surface drainage problems occur, or where sanitary sewers become overloaded with surface water run off.

OTHER PUBLIC FACILITIES, OBJECTIVES

1. To construct fire stations in major new areas of the city when this is necessary to provide adequate service, and to provide a municipal fire prevention and fire fighting system, which will improve upon the city's present class six fire rating.

2. To extend fire zone one in the city's central business district as necessary to include new areas of dense development.

3. To modernize and expand the present city hall as necessary to meet increased demands for municipal services and to keep all appropriate municipal departments together in a convenient central location.

4. To move the city shops to a new location which is more central within the entire city and which can accommodate expansion as needed. To make the old shop sites available for park improvement.

5. To retain the present city hall-post office location as the nucleus of a future civic center suitable for various city, county, state and federal office. This public services center should include landscaping and suitable pedestrian routes linking it with a new Johnson Creek Park and with expanded downtown developments.

6. To facilitate the grouping of hospital, medical, and health care facilities into a mutually supporting relationship which has sufficient space to expand with the increasing need for such services.

OPEN SPACE AND AMENITIES

A satisfying life includes pleasurable use of leisure time, enjoyment of the out-of-doors, vigorous physical exercise, development of athletic skills, participating in and watching competitive sports, meetings and discussions, an appreciation of one's environment and a sense of living in an attractive and well cared for community.

It is the purpose of the city that Gresham provide the maximum opportunity for the people to experience these kinds of satisfactions, depending upon their personal needs and inclinations. The Gresham Plan establishes the basis for developing the kinds of spaces, facilities, and conditions which will make this possible, both today and in the future.

PARK AND RECREATION OBJECTIVES

1. To provide facilities for the public recreational needs of persons of all ages and interests which can be met in urban areas. To emphasize initially the acquisition of land so that space will be available in future years to develop for recreational activities and so that land costs can be minimized during a period of rising land values.

2. To locate neighborhood parks adjacent to elementary school/playgrounds so that facilities may be shared and the school site enhanced as a central feature of the residential neighborhood.

3. To locate large community parks adjacent to the city's central area, high school/playfield, or in other locations accessible to the entire population.

4. To provide small tot lots within residential areas for the use of preschool children, and small supplemental park/playgrounds in major residential areas which are isolated from the usual facilities, depending upon special circumstances or opportunities.

5. To develop special parks of various types, sizes and features such as lakes, hilltops, and historical places, depending upon special circumstances.

6. To utilize municipal reservoir sites at high elevation for recreation and view purposes where such use is compatible with the utility installation.

7. To support, where feasible, the establishment of various regional recreational facilities throughout the metropolitan area which are of benefit to the citizens of Gresham.

8. To require or encourage the dedication or setting aside of land which has been designated in the plan for park or open space purposes when large subdivisions or planned unit developments include such sites.

9. To cooperate with Multnomah County in the establishment of county parks in the Gresham vicinity, and, if annexed into the city, to assume responsibility for their development and maintenance if feasible.

URBAN BEAUTIFICATION OBJECTIVES

1. To preserve as part of the city's permanent open space areas of natural or scenic beauty and places which would be difficult to develop for urban purposes, such as low creek bottoms and steep hillsides. To link these open spaces together with active parks into a system of open greenways and recreation areas.

2. To explore various means for preserving such open areas while they are still unused, such as securing donations, purchase of easements or development rights, and also to seek Federal assistance for such programs.

3. To utilize cemeteries, golf courses and colleges, which are essentially large perpetual open areas, linked together with other open spaces and greenways to introduce substantial breaks and "breathing space" into the city.

4. To see that any program of channel improvements, flood control or utility location for Johnson Creek includes measures to develop the recreation and greenway potentials of Johnson Creek.

5. To initiate a program of uniform street tree planting and other landscape treatment of certain important streets and of pedestrian routes in the core area. These should create parkways which connect different public buildings or fill gaps in a system of greenways and open spaces.

6. To undertake and encourage public and private urban landscaping and general beautification to improve the city's appearance.

7. To prevent blighting of the appearance of the city through control of billboards, poles, wires, and unsightly use of structures on private land.

PART II THE GRESHAM PLAN

- MAP

THE GRESHAM PLAN PART II

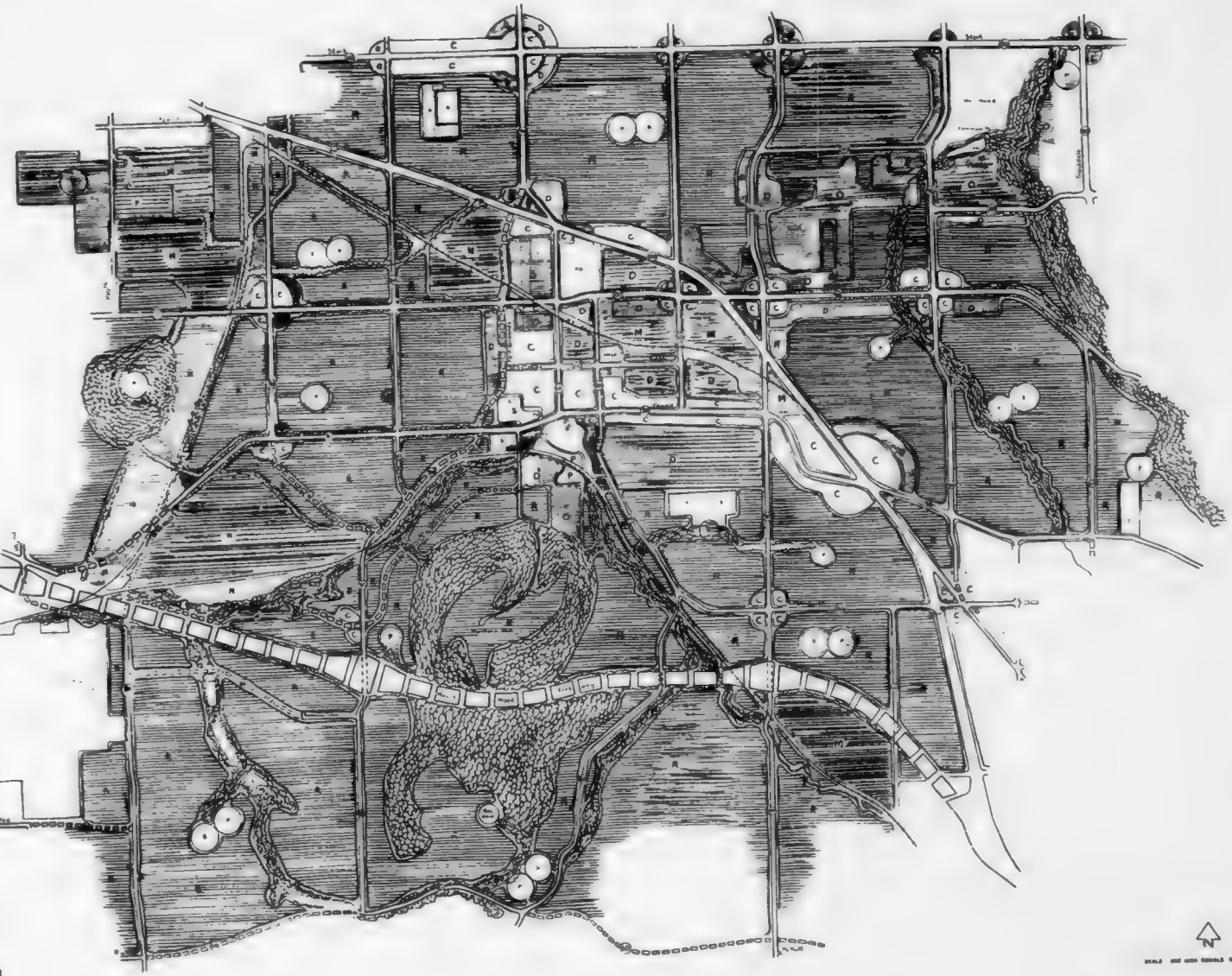
THE OFFICIAL PLAN MAP

The adopted Gresham Plan includes an official Gresham Plan Map. This colored plastic wall map is on file in the city hall and should be consulted on questions concerning the current status of the Gresham Plan. The Official Plan Map is kept up to date by amendment as necessary and may not agree with illustrations included in this document for general information.

THE GRESHAM PLAN

PART II. OFFICIAL MAP

MAP LEGEND



ADOPTION

AMENDMENTS

PART III THE GRESHAM PLAN

- SUPPLEMENTS
- INSTRUMENTS

THE GRESHAM PLAN PART III

SUPPLEMENTS AND INSTRUMENTS

The Plan incorporates, by reference, various documents which are useful in clarifying the intent and purpose of the Plan, in justifying and supporting certain of its features, and in setting forth specific requirements which the city has adopted to establish the conditions for public and private development in Gresham. Inclusion here does not imply the adoption of every feature of the supplementary documents. Where they differ from the Plan, (Part I, Text, or Part II, Map) the text and map of the Gresham Plan govern. It is not intended that there be any conflict between the Plan and officially adopted ordinances of the city. City ordinances, however, apply in all their details whether or not they are in complete agreement with the Plan.

Materials prepared by agencies other than the city of Gresham are included here because they will have an influence on the development of the city and its surroundings, and because they provide a means for better coordination of development activities between Gresham and other government agencies. From time to time, new studies, regulations or other materials which relate to the objectives of the Plan may be adopted into the Plan by reference and added to the lists which follow.

GRESHAM PLAN SUPPLEMENTS

The reports and studies listed below contain supporting data, analysis, standards and recommendations which have been important to the development of the Gresham Plan. These supplements also contain details, refinements, and elaborations of various parts of the adopted Plan which were not practicable to include in the Plan itself. Because they are important for understanding and interpreting the Plan, they are adopted as Supplements to the Gresham Plan by reference.

1. "Population Growth and Characteristics," Gresham, Oregon, Bureau of Municipal Research and Service, University of Oregon, March 1965.

2. "A Preliminary Plan for Land Use, Streets and Public Facilities, Gresham, Oregon," Bureau of Municipal Research, August, 1966.

3. "Preliminary Plan for the Central Area, Gresham, Oregon," Bureau of Municipal Research, August 1966.

4. "Neighborhood Analysis, Gresham, Oregon," Bureau of Municipal Research, March 1967.

5. "Programming for Capital Improvements, Gresham, Oregon," Bureau of Governmental Research and Service, University of Oregon, January 1968.

6. "Planning for Parks and Open Space, Gresham, Oregon," Bureau of Governmental Research, May 1968.

7. "Land for Industry," Metropolitan Planning Commission, Portland, Oregon (MPC), July 1960.

8. "Population Prospects," MPC, July 1960.

9. "Building Permit Statistics by Census Tracts," MPC (1961-1966) and Columbia Region Association of Governments (CRAG), 1967.

10. "Recreation Outlook 1962-1975," MPC, September 1962.

11. "Growth Factors; 1960-1980" MPC, December 1962.

12. "Commercial Patterns, Parts I & II," MPC, June 1962, August 1964.

13. "Sand and Gravel Resources," MPC, January 1964.

14. "Planning for Open Space," MPC, July 1964.

15. "Legal Aspects of Urban Land Development," MPC, August 1965.

16. "Housing Analysis," MPC, September 1965,

17. "Three Basic Services; Water, Sewer, Access," MPC, September 1965.

18. "Land Use Review, 1960-1966," MPC, January 1967.

19. "Employment & Population Projections to the Year 2000," CRAG, August 1968.

20. "Projected Site Needs, School District #4," Multnomah County Planning Commission (MCPC), June 1963.

21. "Population Growth, Multnomah County, 1952-1967," MCPC (annual).

22. "Population and Housing," MCPC, January 1967.

23. "Comprehensive Plan," MCPC (continually updated).

24. "Park and Recreation Report," MCPC, August 1954.

25. "Park and Recreation Study, Reynolds, Centennial Communities," MCPC, October 1961.

26. "Core Area Study," Lutes & Amundson, consultants, 1967.

27. "Analysis of Retail Potential, Central Business District, Gresham," Lund, McCutcheon, McBride, consultants, June 1967.

GRESHAM PLAN INSTRUMENTS

The ordinances and regulations listed below have been adopted by the city in order to bring about the best practicable environment for living, working and general enjoyment. Because of the policies, procedures, standards and guidelines incorporated into them which can provide form and direction to Gresham growth, the following are adopted as part of the Plan by reference.

1. Ordinance Establishing Gresham Planning Commission, Ordinance #189, April 1942.
2. Gresham Zoning Ordinance, #461, July 1968.
3. Gresham Subdivision Ordinance #371, March 1964.
4. Gresham Building Code (Uniform Code), 1967 Edition.
5. Other codes relating to building and development, see general ordinances of the city of Gresham.

The following Oregon State Statutes set forth the general planning powers of municipalities and, therefore, establish a framework for Gresham's development plans. The authority established by these state laws is in addition to the home rule power and does not limit the city's ability to govern its own affairs in this field.

1. City planning enabling legislation, Oregon Revised Statutes, Chapter 227 (originally adopted 1919).
2. Subdivision regulation authority, Oregon Revised Statutes, Chapter 92.

RECEIVED
JUN 30 1969
FOR FILE

7846

June 30, 1969

Mr. Robert L. McWilliams
City Manager
City Hall
150 West Powell Boulevard
Gresham, Oregon 97030

Dear Mr. McWilliams:

Your letter of June 18 requested traffic information over a several year period which would reflect traffic increases on Powell Boulevard in the city of Gresham.

We were not certain just which section you were concerned with, so we prepared a five-year listing of traffic volumes for various sections of the Mt. Hood Highway within the city. This tabulation is attached. Also included in the tabulation are the accident rates for the five-year period. The accident rates are based on all the accidents occurring on the Mt. Hood Highway within the city limits.

We trust this information will be of value to you. If we may be of any further assistance, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox

RER:sw ja

CITY OF GRESHAM

Mt. Hood Highway, US26, Average Daily Traffic

1964 - 1968

Section of US26	1964	1965	1966	1967	1968
West City Limits to S. W. Walter Avenue	6,500	6,300	6,800	6,800	7,100
S. W. Walter Avenue to N. Main Avenue	8,200	8,000	8,300	8,200	8,500
N. Main Avenue to S. E. Roberts Avenue	11,600	12,500	12,800	12,800	13,400
S. E. Roberts Avenue to N. E. Cleveland Avenue	10,300	10,000	10,300	10,700	10,800
N. E. Cleveland Avenue to Hogan Road	9,500	10,000	10,200	10,600	11,100
Hogan Road to Powell Valley Road	7,400	6,400	7,300	7,200	7,800
Powell Valley Road to East City Limits 1/	11,500	12,000	9,800	10,300	11,300
Accident rate within city limits 2/	9.50	9.46	11.26	11.34	11.68

1/ Reconstructed and opened to traffic in 1966.
2/ Accidents per million vehicle miles.

RECEIVED
JUN 21 1969
TRAFFIC ENGINEERING

REFERRED TO: R3167
Bob
Hata Shimbo
Hank Edwards

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 20, 1969

Mr. Robert L. McWilliams
City Manager
City Hall
150 West Powell Boulevard
Gresham, Oregon 97030

Dear Sir:

Your letter of June 18, 1969 has been forwarded to the Traffic Division for compilation of data you requested.

I trust you will receive this data in the near future and if anything further is desired, please contact us immediately.

We wish you luck in this proposed cooperative improvement on Powell Boulevard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
D. N. Harwell
Assistant Engineer
County and City Division

DNH:lat

cc F. B. Crandall - please take action!

NOTED
C.I. VISTICA

NOTED
R. L. SCHROEDER

NOTED
L.E. GEORGE

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

NOTED
H. S. COX

June 18, 1969

State of Oregon
Highway Dept.
Salem, Oregon

Attention: Donald N. Harwell

Dear Sir:

On July 14th Mayor Fisher will speak to the Gresham Chamber of Commerce. At this time he would like to open the door to the proposed improvement of Powell Blvd., which is a joint venture between the Oregon State Highway Department and City of Gresham.

We would appreciate it if you would supply us with traffic counts over a several year period, which would reflect increases in traffic on Powell. We would also appreciate any other information you could provide pointing out the significance of this improvement.

Thank you for your cooperation.

Very truly yours,

Robert L. McWilliams
City Manager

cc: F. B. Crandall

RLM/pd

RECEIVED
JUN 20 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
C.I. VISTICA

NOTED
DON HARWELL

RECEIVED
FEB 17 1969

2-13-69

7846

PREFIX NO. 26-1450

LOCATION PROSPECTUS
AVA AVENUE - EAST BURNSIDE ROAD SECTION
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

HIGHWAY: Mt. Hood Highway (Powell Boulevard in Gresham). State Primary No. 26, Federal-aid Primary No. 24.

TERMINI: The westerly terminus is the intersection of Ava Avenue with Powell Boulevard in Gresham. The easterly terminus is the intersection of East Burnside Road with Powell Boulevard.

LENGTH: Total length of the section is 1.6 miles.

PROGRAM: The project has not been programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and an estimate of cost for a grading and paving project to widen the existing two-lane highway to a four-lane facility. Routine soils investigation will be made for base design. No drainage problems are anticipated. An economic analysis is not needed at this time.

STRUCTURES: No structure is involved other than a possible retaining wall.

CHARACTERISTICS: The present ADT is 10,000; projected ADT is 14,000.

STANDARDS: This will be a Class A-4 highway with modifications of median and shoulder widths dictated by traffic and economic considerations. Substandard super and horizontal alignment is also anticipated.

TYPICAL SECTION: The typical section will consist of 48-foot to 84-foot curbed sections.

BASE DESIGN: Tentative base design for construction is:

	2 "	A.C. Final
	3-1/2"	A.C. Immediate
	4 "	P.M.B.B.
	9 "	Crushed Rock
Total	16-1/2"	Immediate

ACCESS: Limited to location.

MATERIAL: Available nearby from commercial plants.

UTILITIES: Power, telephone, gas, water, sewer utilities are involved. All will probably require adjustment laterally due to widening.

AGREEMENTS: An agreement with the city of Gresham has been made. An opportunity for a public hearing will be offered.

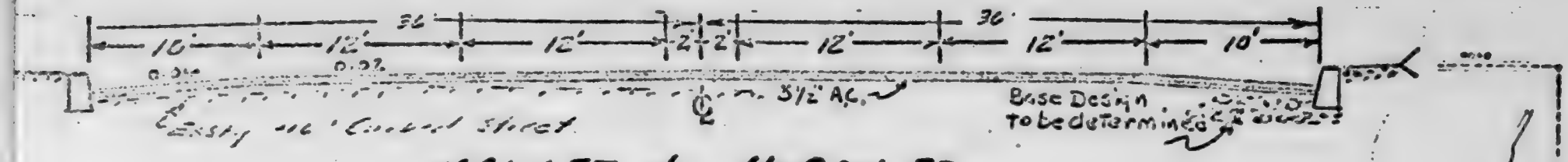
PARKS: No parks are affected.

February 13, 1969
Attachment

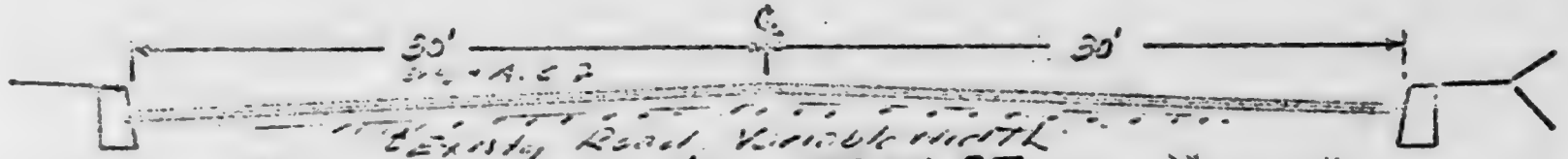
cc's: Bureau of Public Roads (3)
L. W. Rulien (3)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V.D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
W. H. Tebeau
F. E. Terpin
O. C. Turner
F. W. Yarbrough (2)

RECEIVED
FEB 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

TYPICAL SECTIONS



MAIN ST to HOGAN RD



AVA AVE TO MAIN ST
HOGAN RD TO E. BURNSIDE

SKETCH MAP
AVA AVE. – EAST BURNSIDE CONN.:
POWELL VALLEY BLVD.
MULT. CO.
JAN. 1969

7846

Form E-114—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

Date January 17, 1969

Job name Ava Ave. - East Burnside St.

Week from January 13 to January 18

Mail address 02157 Sellwood Sta. 97202

Highway Mt. Hood (Powell Blvd.)

Telegraph or telephone address 654-7741 Ext. 276

County Multnomah Job prefix Not assigned

Express and freight address 9200 McLoughlin Blvd.

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

The 4 to 5 man survey party ran the existing highway center line through monuments - some of which had to be dug out from under A.C. pavement. This retracement should be completed today, Friday. The existing center line will be used as "P" linebasis for tying in utilities, buildings, property corners e tc.

Now that the "P" line is completed, the coordinates computations and map layout will get under way Monday.

Routing

RECEIVED JAN 20 1969 DIVISION 5

CARSTENSEN

RECEIVED JAN 22 1969 PROGRAM & PLANNING DIVISION

Signed

Title Resident Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

REPORT ITEMS	TOTAL SURVEY SECTION	UNIT No. 1	UNIT No. 2	UNIT No. 3	UNIT No. 4
Date location project started	January 8, 1969				
Total mileage of section to be surveyed	1.6				
Miles of (existing ℄) *staked*	1.6				
Miles of location staked	0				
Per cent of field work complete	10				
Per cent of office work complete	0				
Number of man days worked this week	31				
Total man days worked this project	43				
Salary expense this week	$ 1,170				
All other expenses this week	$ 30				
Previous total expenditures this survey	$ 450				
Total expenditures including this week	$ 1,650				
Completed survey will cost about	$ 16,000				
Per mile cost of survey will be about	$ 10,000				
Estimated construction cost	$ 1,500,000				
Survey will be completed about	May 1, 1969	(Based on probability of interruptions caused by other commitments)			

NOTE. THIS BLOCK TO BE USED ONLY IF DEFINITE WORK UNITS HAVE BEEN ESTABLISHED. COMPLETE REPORT ITEMS AS INDICATED BY EXTENDED LINES.

UNIT NAMES

No. 1 .....

No. 2 .....

No. 3 .....

No. 4 .....

Amount authorized for field (900) Survey Authorization for $ 16,000 submitted 1/10/69

Per cent of authorization expended .....

Anticipated overrun of authorization .....

Date additional authorization submitted .....

RECEIVED
JAN 27 1969

Form E-114—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

#7846

Date January 10, 1969

Job name Ava Ave. - East Burnside St.

Week from January 8 to January 11

Mail address 02157 Sellwood Sta. 97202

Highway Mt. Hood (Powell Blvd)

Telegraph or telephone address 654-7741 Ext. 276

County Multnomah Job prefix Not assigned

Express and freight address 9200 McLoughlin Blvd.

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Some preparatory ground work has been done by myself and the transit party since the survey was assigned about two weeks ago. I have worked about 3 days assembling maps and survey data on monuments on the existing street center line.

The field party spent 1 day locating original monuments of the existing center line - Most of the points were located - some were paved over.

Thursday and today (Friday) the 4 man party has been running the existing highway center line. It is planned to use the existing center line as a "P" line basis for topog and "L" line projection.

Asst. Res. Engr. E. Holland, transfered from Bandon, reported January 6th.

RECEIVED
JAN 15 1969
PROGRAM & PLANNING
DIVISION

RECEIVED
JAN 16 1969
DIVISION

1/2 3/4 5 CARSTENSEN

BLN. HWY. BRD

Signed [signature]

Title Resident Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

REPORT ITEMS	TOTAL SURVEY SECTION	UNIT No. 1	UNIT No. 2	UNIT No. 3	UNIT No. 4
Date location project started	January 8, 1969				
Total mileage of section to be surveyed	1.6				
Miles of (existing ℄) staked	0.5				
Miles of location staked	0				
Per cent of field work complete	5				
Per cent of office work complete	0				
Number of man days worked this week	12				
Total man days worked this project	12				
Salary expense this week	$ 437				
All other expenses this week	$ 13				
Previous total expenditures this survey	0				
Total expenditures including this week	$ 450				
Completed survey will cost about	$ 16,000				
Per mile cost of survey will be about	$ 10,000				
Estimated construction cost	$ 1,500,000				
Survey will be completed about	May 1, 1969 (Based on probability of interruptions (caused by other commitments.)				

NOTE: THIS BLOCK TO BE USED ONLY IF DEFINITE WORK UNITS HAVE BEEN ESTABLISHED. COMPLETE REPORT ITEMS AS INDICATED BY EXTENDED LINES.

UNIT NAMES

No. 1 .....

No. 2 .....

No. 3 .....

No. 4 .....

Amount authorized for field (90%) (Survey Authorization for $ 16,000 submitted 1/10/69

Per cent of authorization expended .....

Anticipated overrun of authorization .....

Date additional authorization submitted .....

RECEIVED
JAN 24 1969

78416

MISC. CONTRACTS and
AGREEMENTS No. 36644

12-17-68

December 20, 1968

City of Gresham
City Hall
Gresham, Oregon 97030

Attention: Mrs. Mary Gillis
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of a cooperative construction finance agreement pertaining to Ava Avenue-East Burnside Extension Section of the Mt. Hood Highway in Multnomah County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox
(conformed agreement)

RECEIVED
NOV 15 1968
FOR FILING
Court
Bray
Mann - Ingram
Spee

November 14, 1968

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the December 17 meeting will be a cooperative construction/finance agreement with the City of Gresham pertaining to the Ave Avenue-East Burnside Extension Section of the Mt. Hood Highway (Powell Boulevard).

This agreement provides for construction of the project, acquisition of right-of-way, relocation of utilities, parking restriction, grade revisions, et cetera, within the city. Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the portion of right-of-way, including sidewalks, lying outside the curb line of the project.

The project will basically consist of widening the existing facility to a 72-foot curbed street section which will accommodate four lanes of traffic.

The estimated construction cost of this project is $800,000 and the right-of-way is estimated to cost $1,000,000 for a total estimated cost of $1,800,000. According to the terms of this agreement, the total cost of the project will be shared on the basis of 75 percent State-25 percent City. The City of Gresham is aware that construction of this project must await the availability and approval of construction funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

RU:eb lms

bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
D. J. Barbee
L. W. Rulien
C. H. Maison

RECEIVED
OCT 15 1968

FOR FILING

#7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 15, 1968

SUBJECT: City of Gresham

To: MEMO TO THE FILE

On September 30, I met with the entire City Council and the City Manager of Gresham to discuss the desirability of a cooperative project on Powell Boulevard through the city.

We first went over the history of this project. At the conclusion of this, the City Council unanimously agreed that we should proceed with plans based on the widening of Powell Boulevard at the cheapest cost possible. Heretofore, we had studied several plans that would be constructed in conjunction with an urban renewal project. We were advised to go ahead with our plans based on no urban renewal.

I subsequently instructed Mr. Harwell to work up an agreement with the City on this basis. Following the execution of this agreement, we will perform surveys and work up a project to be financed when the City and the State have adequate funds.

Also attending the meeting with me were Mr. Barbee and Mr. Rulien.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. W. Rulien

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Assignment FBK 2078
City of Gresham CBD Study
Powell Boulevard
Mt. Hood Highway
Multnomah County

As requested, we made estimates for improvement of a portion of Powell Boulevard in Gresham to four lanes (72' curbed section). This data was forwarded to you by letter of October 16, 1967, and the estimate for the section (from Miller Street to Hood Street) was $1,115,000 for a viaduct as requested by the City, or $650,000 if a retaining wall was utilized. These figures included $285,000 for right of way.

By letter of November 17, 1967, from Mr. R. S. Furrer, Director of Planning for the firm of Lutes and Amundson, we were requested to estimate the same basic improvement of this section but to depress Powell Boulevard. This presumably would cut the costs and "provide visual orientation" to the proposed Johnson Creek Park.

A maximum drop of 10 to 12 feet below the existing street can be obtained using 45 MPH AASHO vertical curves. This would require some walls to avoid encroaching on the area north of the existing curb line of Powell Boulevard and has been estimated at $550,000, including $285,000 in right of way. An alternate estimate with more extensive retaining walls would allow a portion of existing Powell Boulevard to remain at the present grade to provide one lane of traffic circulation between Main and Roberts Streets. This would have a total cost of $575,000 and would require the same right of way.

Mr. Furrer's letter mentions the possibility of a future pedestrian overpass at such time as the park is developed. If this were placed for a minimum rise and fall it would require approximately 6 feet of rise and 32 feet of fall and, assuming the usual 15% maximum grade, would require about 330 feet of structure and walkway. The cost could vary considerably, depending upon design and location. A cost of $100,000 could be expected based on past experience.

If further investigation is desired, please advise me.

F. D. Morgan,
Construction Engineer

By A. D. Olson
A. D. Olson,
Urban Engineer

ADO:nn

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DEC - 1967
ENGINEER

LUTES AND AMUNDSON, A.I.A. • architects and community planners
p. o. box "f," 200 south mill street, springfield, oregon 97477 503 746-8231
~39

17 November 1967

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Dear Mr. Klaboe:

Reference is made to the letter addressed to Mr. Forrest Cooper from the City of Gresham, dated August (16), 1967. - 18?

Subsequent to the transmittal of this letter outlining a proposal for the improvement of Powell Boulevard from Miller to Hood Avenue, a re-evaluation of the proposal by the city has resulted in proposing the following alternative:

> As a definite and strong physical tie cannot be developed between the retail core area and Johnson Creek Park, via park linkage under the proposed Powell Boulevard Bridge, it is suggested that Powell Boulevard be depressed, resulting in less improvement cost. This should provide visual orientation to the park, with future consideration of a pedestrian overpass at such time the park is fully developed.

We would appreciate this alternate solution being reflected in the cost estimates which we understand are being prepared by the highway department for the City of Gresham.

If any additional information is desired, we would be most happy to meet with you or representatives of the highway department.

Sincerely,

LUTES & AMUNDSON, AIA

Robert S. Furrer
Director of Planning

RSF/dr
Encls:
cc: Bob McWilliams

Routing
Morgan
Decker
Bond
Barbee
Walker
Clem
Swe
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 20 1967
CONSTRUCTION
DIVISION
OFFICE OF
STATE HIGHWAY ENGINEER

PHASE IV REPORT

CORE AREA STUDY

GRESHAM, OREGON

INTENT AND PURPOSE

This report is prepared to up-date the Phase III Report dated 1 August 1967 and focus upon details of implementing the Schematic Plan selected from among alternatives presented in Phase III.

BACKGROUND

In the course of detailing the adopted Phase III Plan, certain factors bearing upon plan relationships and plan realization were further refined and resulted in modification of the plan. These factors are as follows:

(1) Ability to develop a definite and strong physical tie between the core area commercial function and Johnson Creek Park, via park linkage under Powell Boulevard bridge.

Alternate Solution: Depress Powell Boulevard, resulting in less improvement cost of re-aligned street, visually orient core to park and consider a pedestrian overpass at such time park is developed.

(2) Street closures and development costs of pedestrian circulation and malls.

Alternate Solution: Retain the major portion of the one-way street system, to include one-way South on Main, one-way North on Roberts and between Main and Roberts, one-way East on 4th and Powell Blvd., and one-way West on 3rd.

Modify the above streets to allow diagonal parking on alternate sides of streets, circulation to off-street parking areas and to discourage through traffic.

This results in only partial street closure of 2nd West of Main and 2nd between Main and Roberts.

FORM S-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 16, 1967

Assignment: FBK-1919

SUBJECT: City of Gresham CBD Study
Powell Boulevard, Mt. Hood Hwy
Multnomah County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

As requested the report "Analysis of Retail Potential and Growth, Central Business District, Gresham, Oregon" has been reviewed.

The CBD, as studied, consists of the area bounded by Miller, Hood, Powell and Fifth and lies north of the Mt. Hood Highway (Powell Boulevard). It is three blocks long and extends four blocks to the north.

According to the City's August 29 letter, their immediate interest would be for improvement to four lanes of the section of Powell between Miller and Hood. The next area of interest would be improvement of Powell (the Mt. Hood Highway) from Ava Avenue (approximately four blocks east of Miller) to the Burnside intersection at the east city limits of Gresham, as discussed previously with the City (1962, 1964 and 1966).

The section between Miller and Hood Street is presently a 46-foot curbed street with an existing timber sheet piling retaining wall 226 feet long, varying from 15 to 35 feet in height between Main Avenue and Roberts Avenue. The City has suggested that the highway should be shifted southerly in this area and be supported by "an aesthetically appealing construction of precast concrete" so that the Johnson Creek Park and open-space development may be carried into the Core Area. We have estimated this as one alternate, and a simple widening on the south side with a new retaining wall as the other alternate. In either case a 72-foot curbed section was utilized.

Improvement from Miller Street to Hood Street utilizing a viaduct is estimated at $1,115,000 including $285,000 in right of way. Utilizing a retaining wall is estimated at $650,000 including $260,000 in right of way. There has been some discussion that the right of way might be obtained under an urban renewal project.

A review of the March and April 1966 reconnaissance estimates for improvement from Ava Avenue to Burnside Street, and eliminating the portion proposed above, would indicate a cost to complete that section of $1,110,000 including $670,000 in right of way.

Further review of their study brings out that a couplet through this area was recommended instead of the four-lane improvement, since the 20-year projected traffic of 24,000 ADT on this route (assuming 8,000 ADT on the proposed Mt. Hood Freeway Bypass) is more than desirable on a four lane facility such as estimated. Apparently this proposed facility will be in trouble if the projected traffic increase occurs. Using a couplet would intrude into their "Core" area and for that reason has been eliminated from their thinking. As a matter of interest, the reconnaissance estimate of a couplet vs a 72-foot section showed the couplet to be approximately $400,000 less expensive.

Enclosed is a copy of the March 17, 1966 reconnaissance, the April 29, 1966 supplement to that reconnaissance, and a copy of the sketch "Gresham Core Area" from their study.

If further data is desired please advise.

1110 000

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jr
Enclo.

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-20 SOH 2-66 SP*8470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

SUBJECT: Report Supplement
Powell Boulevard
City of Gresham

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

ATTENTION: Mr. D. J. Barbee

The estimates in the report of March 17, 1966 covering the improvement of Powell Boulevard within the city of Gresham are revised to include right of way costs obtained from the Right of Way Division. Proposal I would involve improvement to a 72-foot street and Proposal III would involve the introduction of a couplet; Proposal II is not considered in this supplement.

The revised estimates follow:

	Proposal I (72-foot Street)	Proposal III (Couplet)
Length, miles	1.8	1.8
Grade and Pave	$ 610,000	$ 730,000
Right of Way	930,000	400,000
Est. Const. Cost	$1,540,000	$1,130,000

With right of way costs in the picture, Proposal III (Couplet) would still be the most desirable in view of its lower overall construction cost. Further arguments for the couplet are presented in the rport of March 17 mentioned above.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fp

FORM E-30 50M 10-62 SP*20401 734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1966

SUBJECT: Powell Boulevard
City of Gresham

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

ATTENTION: Mr. D. J. Barbee

Estimates have been prepared for improvement of Powell Boulevard through the city of Gresham from N. W. Ava Avenue easterly to its intersection with the East Burnside Extension. In order to determine the motives of the City regarding the proposal, a meeting was held with Mr. R. L. McWilliams, City Administrator, and as a result, three separate plans of improvement were revealed. It might be pointed out that a previous investigation had been made at the request of the City (reports of July 31, 1964 and August 18, 1964) but with a different objective in mind than that covered by this current investigation.

Since the reconnaissance of 1962, merchants in the area had financed improvement of a segment of Powell Boulevard between Hogan Avenue and Rene Street which resulted in a nominal 60-foot street with curbs through the area. A field observation revealed that the cross-slope of this improvement is warped out of shape because of poor matching of the existing pavement to the new curbs. It was felt that to obtain good driving qualities through this area the pavement cross slope should be revised to yield a reasonably good cross section. The following estimates include revision of the cross slope.

Proposal I would involve improvement to a 72-foot street with the exception of the improved section between Hogan Avenue and Rene Street. From Rene Street easterly to the Burnside intersection, the 60-foot street width would be continued to provide continuity with the new construction. Estimated cost is $610,000 for 1.8 miles of construction as follows:

Grade and Pave	$610,000
Right of Way	- - - -
Est. Const. Cost	$610,000

Proposal II would involve improvement to a 46-foot street. The present street width through the downtown core is 46 feet and improvement would provide continuity of this width to Hogan Avenue; from Hogan Avenue easterly to the Burnside intersection, the street width would be 60 feet to provide continuity with the new construction. Estimated cost is $370,000 for 1.8 miles of construction as follows:

Grade and Pave	$370,000
Right of Way	- - - -
Est. Const. Cost	$370,000

Proposal III would involve the introduction of a couplet pattern utilizing Powell Boulevard for the eastbound leg (46-foot nominal width to match existing curbs) and N. E. Second Street, one block north, for the westbound leg (44-foot nominal width). This couplet would lie between N. W. Ava and Hogan Avenues. From Hogan Avenue easterly, the 60-foot street would prevail as assumed on Proposals I and II. Estimated cost is $730,000 for an overall length of 1.8 miles as follows:

	Powell Boulevard		N.E. Second Street		
Length, miles	1.8		1.3		
Grade and Pave	$370,000		$360,000		
Right of Way	- - - -		- - - -		
Est. Const. Cost	$370,000	+	$360,000	=	$730,000

The estimates cited above do not include right of way costs which is in accordance with the desire of the City. The City Planning Commission had retained the Bureau of Municipal Research and Service to make a study of its future street needs; this is being studied in conjunction with a proposed urban renewal program that the City is anticipating. It is the thinking of the City Administrator that the right of way could be obtained under the anticipated urban renewal. Should this "nest egg" not hatch, it would be prohibitive to widen Powell Boulevard to a 72-foot street (Proposal I) because one side or the other of the street would involve commercial buildings that would have to be taken; this would result in astronomical right of way costs. Barring urban renewal, this narrows the choice down to either Proposal II or Proposal III.

Mr. F. D. Morgan
Attn: Mr. D. J. Barbee

March 17, 1966

A 20-year projected ADT shows that there will be 24,000 vehicles through the city of Gresham and 8,000 on the bypass route (assuming that it is in operation). With this amount of traffic, and assuming a high volume of cross and turning traffic requiring traffic control, a four-lane facility without parking could have a possible capacity of 18,000 ADT(from AASHO Geometric Design, Urban, page 134); it is evident that the four-lane facility would be taxed in the future, and the problem that the City is now experiencing would be continued, but on a larger scale. Also with these volumes, it would not be practical to consider improvement to a 46-foot street. It would then appear that the one-way couplet would be the most desirable choice for improvement. From "Traffic Engineering" by Matson, et al, it is indicated that a couplet system, in general, will show an increase in capacity of 40 to 60 per cent over that of a four-lane street; this would mean that if the possible capacity were 18,000 ADT on a four-lane street, this could be increased to an ADT range of 25,000 to 29,000 through the use of a couplet.

On basis of the above facts, it is recommended that the couplet (Proposal III) be considered for improvement of Powell Boulevard. It has a further advantage, besides that of increased capacity, in that right of way costs would be within reach; one conflict, however, is evident on the Second Street leg at the intersection of Main and Second Streets where a restaurant in the southwest quadrant will have to be taken in order to eliminate a jog in the existing street pattern.

A small scale map is attached.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

RECEIVED
SEP 9 - 1968
FOR FILING

7846

September 9, 1968

The Honorable Stafford A. Dowsett
Mayor of Gresham
City Hall
Gresham, Oregon 97030

Dear Mayor Dowsett:

During our last discussion concerning the proposed improvement to the Mt. Hood Highway in the city of Gresham, you were advised that the State was too far committed on 75 percent State-25 percent City projects to add any more to the list. You were also advised however that we would place your request in order and discuss the matter further with you at an appropriate time.

While we still have a large backlog of these type of projects, we feel that it may now be in order to reopen your request. This is not to say that we are yet in a position to commit the State to funding the project but merely that we wish at this time to see if we can work with you and come up with a desirable and feasible plan. If this is agreeable to you, I suggest that a meeting be held during the week of September 23 either in my office or in yours.

Please advise me whether or not this procedure is satisfactory and, if so, where and when you desire the meeting to be held.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

F&K:srb

cc: Robert L. McWilliams, City Administrator, Gresham
Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. W. Rulien

RECEIVED
FEB 13 1968
FOR FILING
#7846

February 13, 1968

1919
2078

Mr. Robert L. McWilliams
City Manager
City of Gresham
150 West Powell Boulevard
Gresham, Oregon

Dear Mr. McWilliams:

On November 17, 1967, we received a letter from Robert Furrer of Lutes and Amundson concerning an alternate proposal for the development of Powell Boulevard through the city of Gresham. Mr. Furrer, acting on behalf of the City, asked us to evaluate this new alternate which would depress Powell Boulevard in the vicinity of the proposed park.

It appears possible that the existing street can be dropped the maximum of 10 to 12 feet through the area and thereby realize some savings.

As I advised you in my letter of November 8, 1967, the original plan would cost approximately $1½ million. This new alternate plan without a pedestrian overpass is estimated to cost about $900,000.

Again, I must advise you that the possibility of the State Highway Department allocating funds in this amount in the near future is most unlikely. It is not that we would not like to cooperate, but it is strictly as a result of the unavailability of funds in sufficient quantities to perform the work needed on this and many, many other sections of existing state highways.

We would however be willing to meet with you here in Salem at any time that would be mutually convenient. If you desire such a meeting, please advise and we will take the necessary steps to set it up.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. W. Rulien

FBK:srb

FORM E-90 80M 12-65 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1967

SUBJECT: Assignment FBK 2078
City of Gresham CBD Study
Powell Boulevard
Mt. Hood Highway
Multnomah County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

As requested, we made estimates for improvement of a portion of Powell Boulevard in Gresham to four lanes (72' curbed section). This data was forwarded to you by letter of October 16, 1967, and the estimate for the section (from Miller Street to Hood Street) was $1,115,000 for a viaduct as requested by the City, or $650,000 if a retaining wall was utilized. These figures included $285,000 for right of way.

By letter of November 17, 1967, from Mr. R. S. Furrer, Director of Planning for the firm of Lutes and Amundson, we were requested to estimate the same basic improvement of this section but to depress Powell Boulevard. This presumably would cut the costs and "provide visual orientation" to the proposed Johnson Creek Park.

A maximum drop of 10 to 12 feet below the existing street can be obtained using 45 MPH AASHO vertical curves. This would require some walls to avoid encroaching on the area north of the existing curb line of Powell Boulevard and has been estimated at $550,000, including $285,000 in right of way. An alternate estimate with more extensive retaining walls would allow a portion of existing Powell Boulevard to remain at the present grade to provide one lane of traffic circulation between Main and Roberts Streets. This would have a total cost of $575,000 and would require the same right of way.

Mr. Furrer's letter mentions the possibility of a future pedestrian overpass at such time as the park is developed. If this were placed for a minimum rise and fall it would require approximately 6 feet of rise and 32 feet of fall and, assuming the usual 15% maximum grade, would require about 330 feet of structure and walkway. The cost could vary considerably, depending upon design and location. A cost of $100,000 could be expected based on past experience.

If further investigation is desired, please advise me.

F. D. Morgan,
Construction Engineer

By A. D. Olson
A. D. Olson,
Urban Engineer

ADO:nn

LUTES AND AMUNDSON, A.I.A. • architects and community planners
p. o. box "f," 200 south mill street, springfield, oregon 97477 503 746-8231

17 November 1967

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Dear Mr. Klaboe:

Reference is made to the letter addressed to Mr. Forrest Cooper from the City of Gresham, dated August 16, 1967.

Subsequent to the transmittal of this letter outlining a proposal for the improvement of Powell Boulevard from Miller to Hood Avenue, a re-evaluation of the proposal by the city has resulted in proposing the following alternative:

> As a definite and strong physical tie cannot be developed between the retail core area and Johnson Creek Park, via park linkage under the proposed Powell Boulevard Bridge, it is suggested that Powell Boulevard be depressed, resulting in less improvement cost. This should provide visual orientation to the park, with future consideration of a pedestrian overpass at such time the park is fully developed.

We would appreciate this alternate solution being reflected in the cost estimates which we understand are being prepared by the highway department for the City of Gresham.

If any additional information is desired, we would be most happy to meet with you or representatives of the highway department.

Sincerely,

LUTES & AMUNDSON, AIA

Robert S. Furrer
Director of Planning

RSF/dr
Encls:
cc: Bob McWilliams

Routing
Morgan
Dorker
Bond
Barbee
Walker
Clancy
Swan
Peas
Morrilock
Trout
Scott
Wilt
Litchfield
Olson

RECEIVED
NOV 20 1967
CONSTRUCTION
DIVISION
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 - 1967
FOR FILING
78-16

November 8, 1967

1919

Mr. Robert L. McWilliams
City Manager
City of Gresham
150 West Powell Boulevard
Gresham, Oregon

Dear Mr. McWilliams:

A short time ago, you delivered to us a copy of the report entitled "Analysis of Retail Potential and Growth, Central Business District, Gresham, Oregon" prepared by Lund, McCutcheon and McBride. You also requested that the State analyze this report and advise you of our findings.

We have no question about the merits of the core area study as such. We are also aware of the need for increasing the capacity of Powell Boulevard through the city of Gresham. However, the proposed project on Powell Boulevard between Miller and Hood Streets would cost approximately $1½ million. I would be less than honest if I did not advise you that the possibility of the State Highway Department allocating this amount of funds in the near future is almost nonexistent. Again, it is not that we would not like to do the work, it is just that we do not have funds available in sufficient quantities.

If it is the desire of the City to meet and discuss this further, we will be glad to meet with you at a mutually convenient time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor Wolfe (FBK1919)
F. D. Morgan
H. S. Cox
L. W. Rulien

FBK:srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 16, 1967

Assignment: FBK-1919

SUBJECT: City of Gresham CBD Study
Powell Boulevard, Mt. Hood Hwy
Multnomah County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

As requested the report "Analysis of Retail Potential and Growth, Central Business District, Gresham, Oregon" has been reviewed.

The CBD, as studied, consists of the area bounded by Miller, Hood, Powell and Fifth and lies north of the Mt. Hood Highway (Powell Boulevard). It is three blocks long and extends four blocks to the north.

According to the City's August 29 letter, their immediate interest would be for improvement to four lanes of the section of Powell between Miller and Hood. The next area of interest would be improvement of Powell (the Mt. Hood Highway) from Ava Avenue (approximately four blocks east of Miller) to the Burnside intersection at the east city limits of Gresham, as discussed previously with the City (1962, 1964 and 1966).

The section between Miller and Hood Street is presently a 46-foot curbed street with an existing timber sheet piling retaining wall 226 feet long, varying from 15 to 35 feet in height between Main Avenue and Roberts Avenue. The City has suggested that the highway should be shifted southerly in this area and be supported by "an aesthetically appealing construction of precast concrete" so that the Johnson Creek Park and open-space development may be carried into the Core Area. We have estimated this as one alternate, and a simple widening on the south side with a new retaining wall as the other alternate. In either case a 72-foot curbed section was utilized.

Improvement from Miller Street to Hood Street utilizing a viaduct is estimated at $1,115,000 including $285,000 in right of way. Utilizing a retaining wall is estimated at $650,000 including $260,000 in right of way. There has been some discussion that the right of way might be obtained under an urban renewal project.

A review of the March and April 1966 reconnaissance estimates for improvement from Ava Avenue to Burnside Street, and eliminating the portion proposed above, would indicate a cost to complete that section of $1,110,000 including $670,000 in right of way.

Further review of their study brings out that a couplet through this area was recommended instead of the four-lane improvement, since the 20-year projected traffic of 24,000 ADT on this route (assuming 8,000 ADT on the proposed Mt. Hood Freeway Bypass) is more than desirable on a four lane facility such as estimated. Apparently this proposed facility will be in trouble if the projected traffic increase occurs. Using a couplet would intrude into their "Core" area and for that reason has been eliminated from their thinking. As a matter of interest, the reconnaissance estimate of a couplet vs a 72-foot section showed the couplet to be approximately $400,000 less expensive.

Enclosed is a copy of the March 17, 1966 reconnaissance, the April 29, 1966 supplement to that reconnaissance, and a copy of the sketch "Gresham Core Area" from their study.

If further data is desired please advise.

F. D. Morgan
Construction Engineer

By A. D. Olson
A. D. Olson
Urban Engineer

ADO:jr
Enclo.

RECEIVED
OCT 17 1967
STATE HIGHWAY ENGINEER

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

August 29, 1967

Forrest Cooper
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter of August 28, 1967.

Should there be a misunderstanding in our communication of August 18, 1967. The City would be primarily concerned with Powell Blvd. from Miller Ave. on the West to Hood Ave. on the East, in the first stage of a downtown effort.

Very truly yours,

Robert L. McWilliams
City Manager

RLM/bb

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
AUG 31 1967
CONSTRUCTION DIVISION

RECEIVED
AUG 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

8-31-67
mug to Morgan
FBK #1919

FORM E-128X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 29 1967
CONSTRUCTION
DIVISION

August 28, 1967

Mr. Robert L. McWilliams
City Manager
City of Gresham
150 West Powell Boulevard
Gresham, Oregon

Dear Mr. McWilliams:

We have received your report on the Analysis of Retail Potential and Growth, Central Business District, Gresham, Oregon.

You suggest that we arrange for an early meeting to discuss the project in more detail and to establish timetables for planning and financing. In this regard, I must caution you against any too optimistic viewpoint concerning the State Highway Department's ability to assist in the plan. The Department is, of course, always anxious to help wherever it has an obligation to do so. However, our finances for large projects such as this one are committed for three years from this date.

We will analyze the material contained in the report and, following this analysis, we will contact you and work out a date for a joint meeting to discuss the entire matter.

Very truly yours,

Forrest Cooper
State Highway Department

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

AUG 23 67

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

August 18, 1967

Klabon
Please handle

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Dear Mr. Cooper:

The City of Gresham is presently engaged in an intensive study of its Retail Core Area oriented toward upgrading public and private facilities, to place it in a more competitive market position.

Lund, McCutcheon, McBride, Inc., Management and Marketing Consultants were retained to define Gresham's market area and growth potential. A copy of their report, Analysis of Retail Potential and Growth, Central Business District, Gresham, Oregon, is enclosed. Lutes and Amundson, AIA, Architects and Community Planners, were retained to develop alternate physical plans and programs, that could solve the many physical problems of downtown and provide optimum commercial service to the community.

Both firms coordinated their work under the guidance of an Executive Committee composed of the business and political leadership of Gresham. The result of this work has identified traffic and access to the core area as the paramount problem facing the city. A copy of the Phase III Report, Core Area Study, Gresham, Oregon, is enclosed outlining in detail the problem and proposed solution.

On August 3, 1967, a public "Town-Meeting" was held to bring the community up-to-date on the efforts of the city and business community, and to review the Consultant's proposals for the solution of Gresham's downtown problems and approximately 150 persons were in attendance. The approach to solving downtown problems and the overall design concept, especially in the area of traffic, were unanimously endorsed by those in attendance. It was agreed that the Planning Consultant should proceed with a detailed exploration of implementing the plan proposals.

To this end, we are submitting to you our recommendations for the improvement of Powell Boulevard, within the Core Area of Gresham, as outlined on the attached map. We have held preliminary discussions with Mr. R. L. Porter of your office and it was indicated that 100 feet of right-of-way and a 72 foot curb-to-curb paving section are the desirable improvement standards for a four-lane, two-way arterial.

Becuase of the relative values involved and the existing level of land improvement and services, acquisition of additional right-of-way to the south appears to be the most feasible approach to widening Powell.

Topographic conditions between South Main and SE Roberts adjacent to Johnson Creek, require some kind of structure on the South side of Powell Boulevard. The plan to carry the Johnson Creek Park and open-space development into the Core Area, leads us to believe that bridging Powell Boulevard over this area may be the most practical and economical method of accomplishing this improvement and satisfying the desires of the community.

We envision the Powell Boulevard structure being a well engineered and aesthetically appealing construction of pre-cast concrete, much in the manner of overpass structures between Eugene and Salem along Interstate 5. In addition, it would be desirable to open the structure up between opposing traffic lanes to allow a higher level of natural lighting under the structure.

Therefore, the City of Gresham and its consultants propose to work jointly with the Oregon State Highway Department in developing this improvement, providing for the requirements of both city and state, and producing the best possible facility which could be an outstanding example of city-state endeavor.

We would appreciate an early meeting with you or representatives of your department to discuss this project in more detail, and establish time tables for planning and financing.

Sincerely,

CITY OF GRESHAM

Robert L. McWilliams

Robert L. McWilliams
City Manager

Enclosure

RECEIVED
AUG 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PSSR- 26.1

FORM S-80 50M 5-66 SP*8470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

ATTENTION: Mr. D. J. Barbee

SUBJECT: Report Supplement
Powell Boulevard
City of Gresham

The estimates in the report of March 17, 1966 covering the improvement of Powell Boulevard within the city of Gresham are revised to include right of way costs obtained from the Right of Way Division. Proposal I would involve improvement to a 72-foot street and Proposal III would involve the introduction of a couplet; Proposal II is not considered in this supplement.

The revised estimates follow:

	Proposal I (72-foot Street)	Proposal III (Couplet)
Length, miles	1.8	1.8
Grade and Pave	$ 610,000	$ 730,000
Right of Way	930,000	400,000
Est. Const. Cost	$1,540,000	$1,130,000

With right of way costs in the picture, Proposal III (Couplet) would still be the most desirable in view of its lower overall construction cost. Further arguments for the couplet are presented in the rport of March 17 mentioned above.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp

RG

FORM E-30 REV 10-65 SP*25401-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1966

SUBJECT: Powell Boulevard
City of Gresham

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

ATTENTION: Mr. D. J. Barbee

Estimates have been prepared for improvement of Powell Boulevard through the city of Gresham from N. W. Ava Avenue easterly to its intersection with the East Burnside Extension. In order to determine the motives of the City regarding the proposal, a meeting was held with Mr. R. L. McWilliams, City Administrator, and as a result, three separate plans of improvement were revealed. It might be pointed out that a previous investigation had been made at the request of the City (reports of July 31, 1964 and August 18, 1964) but with a different objective in mind than that covered by this current investigation.

Since the reconnaissance of 1962, merchants in the area had financed improvement of a segment of Powell Boulevard between Hogan Avenue and Rene Street which resulted in a nominal 60-foot street with curbs through the area. A field observation revealed that the cross-slope of this improvement is warped out of shape because of poor matching of the existing pavement to the new curbs. It was felt that to obtain good driving qualities through this area the pavement cross slope should be revised to yield a reasonably good cross section. The following estimates include revision of the cross slope.

Proposal I would involve improvement to a 72-foot street with the exception of the improved section between Hogan Avenue and Rene Street. From Rene Street easterly to the Burnside intersection, the 60-foot street width would be continued to provide continuity with the new construction. Estimated cost is $610,000 for 1.8 miles of construction as follows:

Grade and Pave	$610,000
Right of Way	- - - -
Est. Const. Cost	$610,000

Proposal II would involve improvement to a 46-foot street. The present street width through the downtown core is 46 feet and improvement would provide continuity of this width to Hogan Avenue; from Hogan Avenue easterly to the Burnside intersection, the street width would be 60 feet to provide continuity with the new construction. Estimated cost is $370,000 for 1.8 miles of construction as follows:

Grade and Pave	$370,000
Right of Way	- - - -
Est. Const. Cost	$370,000

Proposal III would involve the introduction of a couplet pattern utilizing Powell Boulevard for the eastbound leg (46-foot nominal width to match existing curbs) and N. E. Second Street, one block north, for the westbound leg (44-foot nominal width). This couplet would lie between N. W. Ava and Hogan Avenues. From Hogan Avenue easterly, the 60-foot street would prevail as assumed on Proposals I and II. Estimated cost is $730,000 for an overall length of 1.8 miles as follows:

	Powell Boulevard		N.E. Second Street		
Length, miles	1.8		1.3		
Grade and Pave	$370,000		$360,000		
Right of Way	- - - -		- - - -		
Est. Const. Cost	$370,000	+	$360,000	=	$730,000

The estimates cited above do not include right of way costs which is in accordance with the desire of the City. The City Planning Commission had retained the Bureau of Municipal Research and Service to make a study of its future street needs; this is being studied in conjunction with a proposed urban renewal program that the City is anticipating. It is the thinking of the City Administrator that the right of way could be obtained under the anticipated urban renewal. Should this "nest egg" not hatch, it would be prohibitive to widen Powell Boulevard to a 72-foot street (Proposal I) because one side or the other of the street would involve commercial buildings that would have to be taken; this would result in astronomical right of way costs. Barring urban renewal, this narrows the choice down to either Proposal II or Proposal III.

A 20-year projected ADT shows that there will be 24,000 vehicles through the city of Gresham and 8,000 on the bypass route (assuming that it is in operation). With this amount of traffic, and assuming a high volume of cross and turning traffic requiring traffic control, a four-lane facility without parking could have a possible capacity of 18,000 ADT(from AASHO Geometric Design, Urban, page 134); it is evident that the four-lane facility would be taxed in the future, and the problem that the City is now experiencing would be continued, but on a larger scale. Also with these volumes, it would not be practical to consider improvement to a 46-foot street. It would then appear that the one-way couplet would be the most desirable choice for improvement. From "Traffic Engineering" by Matson, et al, it is indicated that a couplet system, in general, will show an increase in capacity of 40 to 60 per cent over that of a four-lane street; this would mean that if the possible capacity were 18,000 ADT on a four-lane street, this could be increased to an ADT range of 25,000 to 29,000 through the use of a couplet.

On basis of the above facts, it is recommended that the couplet (Proposal III) be considered for improvement of Powell Boulevard. It has a further advantage, besides that of increased capacity, in that right of way costs would be within reach; one conflict, however, is evident on the Second Street leg at the intersection of Main and Second Streets where a restaurant in the southwest quadrant will have to be taken in order to eliminate a jog in the existing street pattern.

A small scale map is attached.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

Gresham Core Area Study

Gresham Core Area Study

RECEIVED
AUG 28 1967
FOR FILING
17846

August 28, 1967

Mr. Robert L. McWilliams
City Manager
City of Gresham
150 West Powell Boulevard
Gresham, Oregon

Dear Mr. McWilliams:

We have received your report on the Analysis of Retail Potential and Growth, Central Business District, Gresham, Oregon.

You suggest that we arrange for an early meeting to discuss the project in more detail and to establish timetables for planning and financing. In this regard, I must caution you against any too optimistic viewpoint concerning the State Highway Department's ability to assist in the plan. The Department is, of course, always anxious to help wherever it has an obligation to do so. However, our finances for large projects such as this one are committed for three years from this date.

We will analyze the material contained in the report and, following this analysis, we will contact you and work out a date for a joint meeting to discuss the entire matter.

Very truly yours,

Forrest Cooper
State Highway Department

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

RECEIVED
MAR 14 1967

SP*23401-734

FOR FILE

7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 13, 1967

SUBJECT: Meeting, City of Gresham

To: Memo to the Files

On March 7 I met with the City Manager, Robert L. McWilliams, and several members of the City Council of Gresham. They desired to discuss the possible improvement of Powell Boulevard within the city limits.

The past history of this matter is that we had made two reconnaissance estimates for improvements. One involved the widening of the existing Powell Boulevard through town to four lanes and was estimated to cost about $1.5 million. A second proposal was to establish a couplet using existing Powell Boulevard as the eastbound half and Second Street as the westbound half. This proposal was estimated to cost $1.1 million.

In previous discussions with the City people, we had been lead to believe that they would consider only the widening of Powell Boulevard project and that it would be done in coordination with a proposed urban renewal project.

At this meeting we were advised that the City will not be able to proceed with their urban renewal program for several years and that they are still giving strong consideration to the couplet-type of improvement provided that the State would use a 60-foot right-of-way for the westbound portion of it. We advised them that our plans and estimates were based on such a condition.

They then advised us that they were hiring a planner to work on their problem on a full-time basis. They requested that we assist them in the planning process.

I did not agree to their request but did advise them that if and when they do develop a plan for handling traffic, we would analyze said plan insofar as it affects state highway routes. I also advised them that we would do no survey work on any of their proposals until such time as a final plan had been agreed on between the two agencies and an agreement reached covering such work.

The members of the City appeared to be agreeable to this maneuver and it was decided that Mr. Rulien would be available for discussions with them concerning their work at such time as they were ready to pursue the matter further.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. W. Rulien

City of Gresham

150 West Powell Blvd.
Gresham, Oregon
665-3144

REFERRED TO Klabo STATE HIGHWAY

February 6, 1967

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Mr. Cooper:

Reference is made to your letter of November 23, 1966, with respect to Powell Boulevard. Your letter has been discussed with the City Council, and the following comments are offered to further clarify the situation.

1. At this time Powell is not contingent on "Urban Renewal," in fact Powell may be of higher priority.

2. The couplet could still be discussed somemore, I think the council is open minded and perhaps some questions on this could be resolved.

3. We further mention that before to long the City should have a better idea on cost, so we could plan for the local cost.

4. Also we have been working with your people on traffic lights and if we could accomplish a definite plan determination could be made in this respect.

Perhaps we could suggest a meeting to accomplish a more definite plan, even though construction may be in the future.

Very truly yours,

Robert L. McWilliams
City Manager

RLM/pd

RECEIVED
FEB 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 3 1966

7846

November 23, 1966

Mr. Robert L. McWilliams
City Administrator
City of Gresham
City Hall
Gresham, Oregon

Dear Mr. McWilliams:

Reference is made to Resolution No. 327 requesting the State to join with the City in a cooperative project for widening and improving Powell Boulevard between Ava Avenue and the east city limits of Gresham. It is my understanding that your proposal is contingent somewhat on approval of an urban renewal program for an area transversed by a portion of the route. It is also my understanding that you have studied and rejected a proposed couplet plan which would be less expensive than this proposal.

I am also advised that Mr. F. B. Klaboe, Assistant State Highway Engineer, has informed you that the State has already committed itself to doing many cooperative projects with cities and that the financing of these projects will have to be managed before we can further commit the State. Certainly, if additional funds are forthcoming in the future, this somewhat cloudy financial picture may improve.

I do not intend by this letter to convey a refusal of your offer. In fact, our Commission gives a very high priority to cooperative projects. We feel, however, that your proposal should be held in abeyance until the financial outlook (both yours and the State's) makes the possibility of proceeding more realistic. If we were to continue to agree to these projects, without knowing where the money will come from, we would be falsely encouraging applicants.

Your Resolution will be brought to the attention of our Commission with our recommendation that it be considered as soon as financially possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. H. Young
cc: Highway Commission

L. W. Rulien

FBK:srb bg

RECEIVED
NOV 15 1966
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION NO. 327

A RESOLUTION AUTHORIZING THE CITY OF GRESHAM THROUGH THE CITY ADMINISTRATOR TO ENTER INTO NEGOTIATIONS WITH THE STATE HIGHWAY DEPARTMENT AND EVENTUALLY TO ENTER INTO A CONTRACT WITH THE DEPARTMENT FOR THE IMPROVEMENT OF POWELL BOULEVARD WITHIN THE CITY OF GRESHAM, ALSO BEING A PART OF STATE HIGHWAY 26, FROM THE WEST CITY LIMITS AND CONTINUING TO THE EAST CITY LIMITS ON POWELL BOULEVARD

WHEREAS, The City of Gresham is an incorporated city of the State of Oregon and has a population of 5,400 as given by the latest official census; and

WHEREAS, the following street of said city, Powell Boulevard, U. S. Highway No. 26, is a part of the state highway system, and is under the jurisdiction and control of said State Highway Department is "receiving excessive wear and creating congestion through sudden increase in population in the area, and heavy and unusual traffic", and

WHEREAS, said highway is in need of repair, reconditioning and drainage and, particularly, major improvement,

NOW, THEREFORE, the members of the City Council, in a regular session assembled, do hereby find, declare and resolve:

1. That the aforesaid named highway in said city is in need of repair, reconditioning, drainage and, particularly, major improvement;

2. That said highway is in its present state and condition of disrepair, and congestion through sudden increases in population in the area, or by heavy and unusual traffic;

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said highway as qualified for reconditioning, repair, drainage and, particularly,

major improvement out of funds allocated and made available by and through the said State Highway Revenues which are to be administered and spent by the Highway Commission;

4. The City Council feels at this time that Powell Boulevard should be four lanes from approximately Ava Avenue on the west to the east city limits;

5. That the City of Gresham does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said funds; and, therefore, does designate Robert L. McWilliams as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of November, 1966.

/s/ S. A. Dowsett
Mayor

ATTEST:

/s/ Mary Gillis
Recorder

I, Mary Gillis, Recorder for the City of Gresham, certify that the foregoing is a true and correct copy of City of Gresham Resolution No. 327, passed by the Common Council on November 2, 1966, and signed by the Mayor and Recorder.

Mary Gillis
City Recorder

RECEIVED
OCT 10 1966

FOR FILING
7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 7, 1966

SUBJECT:

To: Memo to the File

A meeting was held in my office this date with members of the City of Gresham to discuss a possible co-operative project with improvement of Powell Boulevard through the City. The following gentlemen from Gresham were present:

Robert L. McWilliams, City Administrator
W. A. Hessel, Jr., City Councilman
Ross Fanning, City Councilman
John Schmick, City Councilman

I was advised that the City of Gresham is attempting to receive federal aid for an urban renewal project. They would very much like to coordinate with this urban renewal work an improvement of Powell Boulevard. They feel that they will be in a position to finance their share of a cooperative 75-25 percent project in time to coordinate with the urban renewal work.

I advised them that we had no foreseeable funds to finance this $1 million+ project and that we had already committed ourselves to many other cities for this type of improvement. They decided that they would return to Gresham and draw up a formal resolution to be presented to the Highway Commission requesting that an agreement between the City and the State be consummated for the improvement of Powell Boulevard to a four-lane standard on a 75-25 percent basis whenever funds are available.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
F. D. Morgan
R. L. Porter
H. S. Cox

CITY OF GREENHAM

ROBERT L MCWILLIAMS — CITY MANAGER
W. A. Hessel Jr. — " COUNCILMAN
ROSS FANNING — " "
John Schmick — " "

City of Gresham
150 West Powell Blvd.
Gresham, Oregon
665-3144

4140

September 21, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Traffic on Powell Blvd. (U.S. 26), within the City limits of Gresham, is a major problem.

Over the past months, City officials have discussed the possibility of widening of Powell between Ava Avenue on the West and Burnside on the East. During this time, State Highway personnel through Mr. Richard Unrein, have discussed this with us, offered suggestions and prepared preliminary estimates.

At this time the City of Gresham respectfully request a meeting with members of your staff, for the purpose of accomplishing a definite program for this project.

We will be able to meet in Salem at your request.

Very truly yours,

Robert L. McWilliams
City Administrator

RLM/pd

Meeting set up by phone
10:30 Oct. 7, 1966

Copy FC copy to Barbur - Plan gather info and attend. 9-30-66

OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 18 1966
FOR FILING

7846

MEMO TO FILES
May 6, 1966

Cooperative Project
Powell Boulevard (Mt. Hood Highway)
City of Gresham

On May 4, the undersigned met with City Administrator, Robert L. McWilliams and presented right-of-way costs as outlined in Mr. Tebeau's supplemental Reconnaissance Report of April 29, 1966.

It was expressed that the Highway Department would most likely favor the couplet scheme because of its advantage of being able to handle considerably more traffic. It was further expressed that the proposed improvement was not on any State Highway Department Schedule, nor had it ever been discussed with the Highway Commission.

Mr. McWilliams was advised that after the City had reviewed the proposals and had determined a course of action, that the next step would be to schedule a meeting with members of the Highway Department staff for consideration of the City's proposal.

Richard Unrein
Field Engineer

RU:nr

cc: F. B. Klaboe
F. D. Morgan
L. W. Rulien
W. H. Tebeau

NOTED
F. B. KLABOE

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

IM E-30 80M 8-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
April 25, 1966

SUBJECT: Street Improvement
City of Gresham
RIGHT OF WAY ESTIMATE

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. John R. Oakes
Assistant Right of Way Engineer

In response to W. H. Tebeau's request of April 14 we have prepared an estimate of the right of way shown on the attached map. The estimate of value is as follows:

Plan No. 1	Couplet	$385,000
Plan No. 2	Widen Powell to 72' street	915,000

The above estimates do not include the 16,000 square feet of land near the intersection of Powell and Burnside extension. This additional area is estimated at $8,000.

ROD J. HENRY
District Appraiser

RJH:ap

Attachment

cc G. E. Rohde

RECEIVED
APR
ROW

NOTED
5-27-66
W. H. TEBEAU

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1965

To: Mr. F. D. Morgan
Construction Engineer
O F F I C E

SUBJECT: Cooperative Project
Powell Boulevard (Mt. Hood Highway)
City of Gresham

The City of Gresham requested a state-city cooperative project on a 75%-25% participation on Powell Boulevard from the west city limits to the east city limits on May 22, 1964.

A reconnaissance of a section of Powell Boulevard was made from Juniper Street to the east city limits. This reconnaissance by Mr. Tebeau amounted to $265,000, based upon the assumption that the existing pavement could not be salvaged.

The City of Gresham is requesting that a new reconnaissance be made covering the improvement of Powell Boulevard from the west city limits to the east city limits. There have been some improvements made since Mr. Tebeau's estimate in the section covered by the reconnaissance.

The City believes that it will be financially capable to provide the necessary funds of the enlarged project.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:mm

cc: F. B. Klaboe
L. W. Rulien

JUL 2 1965

REFERRED TO
By Asst. Const. Engr.

NOTED
7-6-65
W. H. TEBEAU

RECEIVED
MAY 4 - 1966
FOR FILING
7846

MEMO TO FILES
April 8, 1966

Cooperative Project
Powell Boulevard (Mt. Hood Highway)
City of Gresham

On April 7, C. T. Keasey, W. H. Tebeau, and the undersigned met with City Administrator, Robert L. McWilliams and presented reconnaissance cost estimates as outlined in Mr. Tebeau's March 17, 1966 reconnaissance report.

Mr. McWilliams indicated that the city may wish to proceed with the Ava Avenue-East City Limits couplet plan in a two stage construction phase. This would consist of improving Powell Boulevard from Ava Avenue-East City Limits and the purchase of right of way for the easterly extension of 2nd Street during 1967; and the completion of the remainder of the couplet during 1969 or thereabout.

Mr. McWilliams said that he would present the cost estimates to the City Council, and if they were favorable to the couplet plan, he would request our estimate of right of way costs for this facility. From this the City could decide whether or not they would wish to request a project on the 75%-25% basis.

Richard Unrein
Field Engineer

RU:nr

cc: F. B. Klaboe
F. D. Morgan
W. H. Tebeau
L. W. Rulien

NOTED
F. B. KLABOE

NOTED
R. L PORTER

NOTED
FORREST COOPER

B/up 4-25

RECEIVED
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OFFICE
STATE HIGHWAY

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Salem, Oregon 97310
March 28, 1966

Powell Boulevard
City of Gresham

Mr. H. S. Cox
County-City Engineer
B U I L D I N G

I have studied the matter of improving the Mt. Hood Highway through the city of Gresham outlined in Mr. Tebeau's March 17 reconnaissance report.

Please proceed to hold the planned meetings with the City Administrator and any others up there that might be involved. You should clearly advise them that the State Highway Department does not have funds for proceeding with any of the alternates.

We will, however, bring the City's recommendation to the State Highway Commission for their review and decision. It would also be a good idea to emphasize the fact that the Commission generally looks with favor on cooperative type projects.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enc.
cc: Victor D. Wolfe
F. D. Morgan
R. B. Sipprell
W. H. Tebeau
L. W. Rulien

FORM S-30 SOM 10-65 SP*23401-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1966

SUBJECT: Powell Boulevard
City of Gresham

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

ATTENTION: Mr. D. J. Barbee

Estimates have been prepared for improvement of Powell Boulevard through the city of Gresham from N. W. Ava Avenue easterly to its intersection with the East Burnside Extension. In order to determine the motives of the City regarding the proposal, a meeting was held with Mr. R. L. McWilliams, City Administrator, and as a result, three separate plans of improvement were revealed. It might be pointed out that a previous investigation had been made at the request of the City (reports of July 31, 1964 and August 18, 1964) but with a different objective in mind than that covered by this current investigation.

Since the reconnaissance of 1962, merchants in the area had financed improvement of a segment of Powell Boulevard between Hogan Avenue and Rene Street which resulted in a nominal 60-foot street with curbs through the area. A field observation revealed that the cross-slope of this improvement is warped out of shape because of poor matching of the existing pavement to the new curbs. It was felt that to obtain good driving qualities through this area the pavement cross slope should be revised to yield a reasonably good cross section. The following estimates include revision of the cross slope.

Proposal I would involve improvement to a 72-foot street with the exception of the improved section between Hogan Avenue and Rene Street. From Rene Street easterly to the Burnside intersection, the 60-foot street width would be continued to provide continuity with the new construction. Estimated cost is $610,000 for 1.8 miles of construction as follows:

Grade and Pave	$610,000
Right of Way	- - - -
Est. Const. Cost	$610,000

Proposal II would involve improvement to a 46-foot street. The present street width through the downtown core is 46 feet and improvement would provide continuity of this width to Hogan Avenue; from Hogan Avenue easterly to the Burnside intersection, the street width would be 60 feet to provide continuity with the new construction. Estimated cost is $370,000 for 1.8 miles of construction as follows:

Grade and Pave	$370,000
Right of Way	- - - -
Est. Const. Cost	$370,000

Proposal III would involve the introduction of a couplet pattern utilizing Powell Boulevard for the eastbound leg (46-foot nominal width to match existing curbs) and N. E. Second Street, one block north, for the westbound leg (44-foot nominal width). This couplet would lie between N. W. Ava and Hogan Avenues. From Hogan Avenue easterly, the 60-foot street would prevail as assumed on Proposals I and II. Estimated cost is $730,000 for an overall length of 1.8 miles as follows:

	Powell Boulevard		N.E. Second Street	
Length, miles	1.8		1.3	
Grade and Pave	$370,000		$360,000	
Right of Way	- - - -		- - - -	
Est. Const. Cost	$370,000	+	$360,000	= $730,000

The estimates cited above do not include right of way costs which is in accordance with the desire of the City. The City Planning Commission had retained the Bureau of Municipal Research and Service to make a study of its future street needs; this is being studied in conjunction with a proposed urban renewal program that the City is anticipating. It is the thinking of the City Administrator that the right of way could be obtained under the anticipated urban renewal. Should this "nest egg" not hatch, it would be prohibitive to widen Powell Boulevard to a 72-foot street (Proposal I) because one side or the other of the street would involve commercial buildings that would have to be taken; this would result in astronomical right of way costs. Barring urban renewal, this narrows the choice down to either Proposal II or Proposal III.

A 20-year projected ADT shows that there will be 24,000 vehicles through the city of Gresham and 8,000 on the bypass route (assuming that it is in operation). With this amount of traffic, and assuming a high volume of cross and turning traffic requiring traffic control, a four-lane facility without parking could have a possible capacity of 18,000 ADT(from AASHO Geometric Design, Urban, page 134); it is evident that the four-lane facility would be taxed in the future, and the problem that the City is now experiencing would be continued, but on a larger scale. Also with these volumes, it would not be practical to consider improvement to a 46-foot street. It would then appear that the one-way couplet would be the most desirable choice for improvement. From "Traffic Engineering" by Matson, et al, it is indicated that a couplet system, in general, will show an increase in capacity of 40 to 60 per cent over that of a four-lane street; this would mean that if the possible capacity were 18,000 ADT on a four-lane street, this could be increased to an ADT range of 25,000 to 29,000 through the use of a couplet.

On basis of the above facts, it is recommended that the couplet (Proposal III) be considered for improvement of Powell Boulevard. It has a further advantage, besides that of increased capacity, in that right of way costs would be within reach; one conflict, however, is evident on the Second Street leg at the intersection of Main and Second Streets where a restaurant in the southwest quadrant will have to be taken in order to eliminate a jog in the existing street pattern.

A small scale map is attached.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

RECEIVED
MAR 17 1966
FOR FILING

7846

March 16, 1966

The Honorable Ross Morgan
State Representative
967 S. E. Thom Road
Gresham, Oregon

Dear Mr. Morgan:

This is a followup to our recent telephone conversation having to do with a request by the City of Gresham for a cooperative project on the existing Mt. Hood Highway in that city.

Richard Unrein of this Department's County-City Division, together with W. H. Tebeau of our Construction Division, met with Mr. McWilliams, City Manager, in September, 1965. In addition to discussing a previous request on this same subject (with some subsequent changes in thinking as to a plan) they agreed to prepare estimates for a project on three different schemes. Since that date, as time permitted, the Department has worked on this estimate and has made a comprehensive traffic analysis and study based on projections to 1986. This has also taken into consideration that the Mt. Hood freeway bypassing Gresham will have been completed prior to this time. This work should be completed in about three weeks, at which time it is proposed to hold another meeting with Mr. McWilliams.

It should be emphasized that at this time the Highway Commission has not formally considered this project and it is not on any approved construction program. However, as soon as an understanding and agreement has been consummated with Mr. McWilliams, the matter will be brought to the attention of the Highway Commission.

If you need anything further on this or any other highway subject, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
R. B. Sipprell
W. H. Tebeau
L. W. Rulien

FBK:srb/RLP:ms srb

FORM E-9b 80M 2-61 SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1966

To: Mr. F. B. Klaboe

O F F I C E

SUBJECT: Cooperative Construction Project
Powell Boulevard
Mt. Hood Highway (US 26)
City of Gresham

Attached for your study is a sketch map prepared by W. H. Tebeau showing two possible methods of improving Powell Boulevard through the city of Gresham. As you will note, his estimates do not include the cost of right of way, signalization or construction of sidewalks. Mr. Tebeau prefers the couplet improvement for handling anticipated traffic volumes. His complete reconnaissance report on this subject should be available within two weeks.

On the sketch map the Traffic Division has indicated projected traffic volumes assuming construction of the couplet. This office furnished the 1964 ADT volumes as shown on the existing facility.

The city of Gresham is very interested in receiving estimates of cost for improving Powell Boulevard. They have requested this improvement on a 75%-25% basis. Correspondence relating to this improvement is attached.

Richard Unrein, Field Engineer
County and City Division

RU:eb
Att.

NOTED
F. B. KLABOE

78446 C C

FORM E-30 50M 10-58 SP°23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1966

SUBJECT: City of Gresham

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

I am enclosing the following reports relating to the improvement of Powell Boulevard in the city of Gresham along with correspondence which initiated the reconnaissance covered by these reports: (1) Report dated July 31, 1964 and (2) Supplementary Report dated August 18, 1964.

Since these reports, the automobile ~~deals~~ dealers mentioned in Allison's letter had financed a street improvement on Powell Boulevard from Hogan Avenue easterly to Rene Street, a distance of about 0.36 mile (2,000 feet more or less). Powell Boulevard was constructed to a nominal 60-foot street through this area.

In 1965, the City of Gresham requested a new reconnaissance covering generally the same limits as in their request of 1964. In order to clarify the terms of their request, Mr. Unrein of the County and City Division and I met with Mr. McWilliams, City Manager, in September, 1965 with the following objectives being revealed.

(1) The City temporarily dropped the idea of improvement of Powell Boulevard between the East City Limits and N.W. Ava on the basis that appeared to be adequate.

(2) The City Planning Commission had retained the Bureau of Municipal Research and Service to make a study of its future street needs. This is being studied in conjunction with a proposed Urban Renewal Program that the City is anticipating.

(3) The City wished cost estimates for improvement of Powell Boulevard on the following bases:

(a) Improvement to a 72-foot street from N.W. Ava easterly to the east city limits with the exception of the recent improvement underwritten by local merchants (Hogan Avenue to Rene Street). Estimated cost is $610,000 including cross-slope revision of the newly built section mentioned above; the cross slope is warped out of shape due to poor matching of existing pavement and the new curbs.

NOTED
F. B. KLABOE

(b) Improvement to a 46-foot street between the same limits mentioned under (a) including the revision of the cross-slope of the newly constructed section. Estimated cost is $370,000.

(c) Introduction of a couplet with Powell Boulevard (one way east) and Second Street (one way west). Estimated cost is $730,000.

The estimates cited above do not include right of way and the City Manager was made aware of this. Right of way, it was thought, could possibly be obtained under the anticipated urban renewal program. Right of way costs will figure largely into the choice of which improvement to adopt.

As a matter of interest, our Traffic Division has made an extensive traffic study in this area.

I am also enclosing correspondence from Unrein which led to this latest reconnaissance and also a copy of the Preliminary Street Plan from Gresham prepared by the Bureau of Municipal Research and Service.

F. D. Morgan
Construction Engineer

By W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Enc.

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OCT 28 1965

FOR FILING

7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1965

To: MEMO TO FILE

SUBJECT: One-Way Street Grid
Gresham

On Thursday, October 21, 1965, Mr. Larry Rulien, Division Engineer; Mr. Ron Failmenger, Division Traffic Engineer; Mr. Richard Unrein of the County-City Division and I met with Mr. Robert L. McWilliams, City Administrator of Gresham, in regard to the recommended one-way street grid on city streets in Gresham. These recommendations were contained in a report prepared by the State Highway Department and submitted to Mr. McWilliams by Mr. Edwards on November 30, 1964.

Mr. McWilliams stated that the City Council had voted to implement the proposed one-way street grid and also the left-turn channelization on Powell Boulevard at NE and SE Roberts Avenues as recommended to the City by Mr. Edwards on September 2, 1964.

One question was raised in regard to the possibility of reversing the one-way direction for the east-west streets. This would provide for Second Street being one-way westbound rather than eastbound as recommended in the report. Such direction on Second Street would fit in with a Second Street-Powell Boulevard couplet for the Mt. Hood Highway which is being studied at the present time. I explained that the eastbound direction was chosen for Second Street so as to remove as many vehicles as possible from Powell Boulevard while Powell Boulevard is operating as a two-way facility. It is not believed that the one-way grid, under the present conditions on Powell, would be successful unless this is done. If the Powell-Second couplet was to be established in the near future, it would be preferable to establish the proper direction on the east-west streets at the present time. It appeared to be the consensus that the Powell-Second couplet is some distance in the future and that the City should go ahead with the recommended plan at this time.

Mr. Rulien told Mr. McWilliams that, as per Mr. Edwards' letter, the State Highway Department would care for the left-turn striping and the installation of "NO PARKING" signs on Powell Boulevard upon receipt of an ordinance from the City. This will be cared for by the City Council at its forthcoming meeting on November 3. Mr. McWilliams was also told that the State Highway Department would re-install the interior illuminated "NO LEFT TURN" and "NO RIGHT TURN" signs at the intersection of Main and Powell. The City is holding these signs at the present time after having removed them when the previous Main-Roberts couplet was removed.

NOTED
TOM EDWARDS

Approved _____

_____
Asst. State Hwy. Engr.

In addition to the above, Mr. Failmezger will advise the City on signing and lane striping on the one-way grid. The City also asked that studies be made looking to extension of the left-turn channelization on Powell Boulevard. This will be studied by the Division.

Val Johnson
Traffic Control Engineer

VPJ:ji
cc: L. W. Bulien
Richard Unrein
Ron Failmezger
Tom Edwards

RECEIVED
OCT 21 1965
OFFICE OF
CITY ENGINEER

RECEIVED
OCT 25 1965
FOR FILING

MEMO TO FILES
October 21, 1965

7846 ONE-WAY GRID PLAN
CITY OF GRESHAM

The following people met together in Gresham on October 21, 1965, as per request of the City of Gresham in a letter dated October 11, 1965:

R. L. McWilliams	City of Gresham Administrator
L. W. Rulien	Division Engineer
V. P. Johnson	Traffic Control Engineer
Ronald Failmezger	Division Traffic Engineer
Richard Unrein	County & City Division Field Engineer

The 1964 traffic report compiled by the Highway Department was discussed. The City of Gresham has decided to proceed with the recommendations of this report. After reviewing this report the following action was suggested:

1. City of Gresham pass necessary ordinances to prohibit parking in the area of left-turn refuges on Powell Boulevard and forward copies of ordinances to Division (November 3 passage anticipated).

2. Upon receipt of no-parking ordinances, Division to paint left-turn refuges on Powell Boulevard as soon as weather permits.

3. State to review City's signing plans and give professional advisory assistance.

4. City to initiate one-way grid system, as recommended by State, in mid-January.

Richard Unrein
Richard Unrein, Field Engineer
County & City Division

Copies to Hunter Lindsey 10-25-65

RU:mm

cc: Tom Edwards
F. B. Klaboe
F. B. Crandall
E. S. Hunter
L. W. Rulien

NOTED
TOM EDWARDS

RECEIVED
OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1965

To: Mr. F. D. Morgan
Construction Engineer
O F F I C E

SUBJECT: Cooperative Project
Powell Boulevard (Mt. Hood Highway)
City of Gresham

The City of Gresham requested a state-city cooperative project on a 75%-25% participation on Powell Boulevard from the west city limits to the east city limits on May 22, 1964.

A reconnaissance of a section of Powell Boulevard was made from Juniper Street to the east city limits. This reconnaissance by Mr. Tebeau amounted to $265,000, based upon the assumption that the existing pavement could not be salvaged.

The City of Gresham is requesting that a new reconnaissance be made covering the improvement of Powell Boulevard from the west city limits to the east city limits. There have been some improvements made since Mr. Tebeau's estimate in the section covered by the reconnaissance.

The City believes that it will be financially capable to provide the necessary funds of the enlarged project.

Richard Unrein, Field Engineer
County and City Division

RU:mm

cc: F. B. Klaboe
L. W. Rulien

MEMO TO FILES
July 2, 1965

Cooperative Project
Powell Boulevard (Mt. Hood Highway)
City of Gresham

On Monday, June 28, I met with Mr. Robert L. McWilliams, City Administrator, in regard to a pending proposal for improvement of the Mt. Hood Highway through the city of Gresham on a 75%-25% cooperative basis.

The city has been of the opinion that the estimate of $265,000, August 18, 1964, by Mr. W. H. Tebeau was for improvement of Powell Boulevard from the westerly city limits to the Powell-Burnside intersection on the easterly city limits. Mr. W. H. Tebeau's estimate was prepared concerning only the improvement of Powell Boulevard between NE Juniper Avenue and the Powell-Burnside intersection, being based upon the assumption that the existing pavement could not be salvaged.

Mr. McWilliams was informed of the fact that the estimate pertained only to the NE Juniper Avenue to Powell-Burnside intersection section of Powell Boulevard. Mr. McWilliams indicated that the city was still very much interested in the improvement of Powell Boulevard from the westerly city limits to the Powell-Burnside intersection even in the light of greatly increased costs. He also said that the city limits had now been extended to the Powell-Burnside intersection.

Since Mr. Tebeau's estimate, several new automobile dealers have paid for the curbing, widening, and drainage of Powell Boulevard in the area of their establishments, which falls within the area of Mr. Tebeau's estimate. The cross section of the improvement in this area is not very desirable due to an apparent broken back super constructed.

Mr. McWilliams indicated that the city would take to the vote of the city necessary measures to have matching funds available for the entire project. With this in mind, he requested that the State Highway Department prepare an estimate for improvement of Powell Boulevard from the west city limits to the east city limits.

Richard Unrein
Field Engineer
County and City Division

RU:mm

cc: F. B. Klaboe
F. D. Morgan
L. W. Rulien

NOTED
F. B. KLABOE

RECEIVED
JUL 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

7/14/65
Tebeau making a new
estimate - 373-L

RECEIVED
JUN 8 - 1965
FOR FILING
7846

June 7, 1965

Mr. R. L. McWilliams
City Administrator
150 West Powell Boulevard
Gresham, Oregon

Dear Mr. McWilliams:

This acknowledges receipt of your letter of June 4 in regard to a prospective State-City project on Powell Boulevard.

Our records indicate that several contacts were made by the City during the year 1964, the last one of record being November 8 on which Mr. Allison of our County and City Division, telephoned you giving the estimated cost of the project as determined by a reconnaissance type survey.

Apparently the floods of December and January and the later resignation of Mr. Allison have resulted in a lack of contact with you since that time. Mr. Cox, County and City Engineer, will see that someone is in contact with you in the very near future.

Thank you for your communication bringing this to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
H. S. Cox

City of Gresham
150 West Powell Blvd.
Gresham, Oregon
665-3144

June 4, 1965

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

The City of Gresham, on May 22, 1964, requested a State-City project on Powell Blvd.

To date we have had no more than some verbal conversations regarding this project.

We would appreciate some word as to the status of this request.

Very truly yours,

CITY OF GRESHAM

R. L. McWilliams
City Administrator

CC: The Honorable Ross Morgan

RIM/mp

RECEIVED
JUN 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
DEC 1 - 1964
FOR FILING

7846

November 30, 1964

Mr. Robert L. McWilliams
City Administrator
City Hall
Gresham, Oregon

Dear Mr. McWilliams:

Pursuant to your request, we have conducted a traffic study looking to the possibility of establishing a one-way grid in the section north of Powell Boulevard in Gresham. There is attached one copy of our report.

The report recommends establishment of one north-south and two east-west couplets. It is believed that this is all that is necessary at the present time.

This report does not show detailed treatment for the terminal intersections on the north-south couplet. These details can be worked out if it is the decision of the City to proceed with the one-way grid.

If you desire further information, or wish to have a representative of this office discuss the report with you, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. E. Johnson

VPJ:pk jwa

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
October, 1964

TRAFFIC STUDY
City of Gresham

Recommendations:

As the result of this study, the following recommendations are made:

1. That a one-way street grid be established as shown on the attached map.

2. That parking be prohibited on the south side of Powell Blvd. and left-turn refuges be established at the Roberts Avenue intersections as previously recommended to the City.

Historical Background:

A one-way couplet was established in Gresham with Main Avenue carrying southbound and NE Roberts Avenue northbound traffic in 195 . This operation was discontinued after a few months because of opposition by local businessmen.

Investigation:

The business district in Gresham is concentrated along Powell Blvd. and in the area generally bounded by Powell Blvd., Miller Street, Hood Avenue and Fourth Street. Within the latter area, Main Avenue and NE Roberts Avenue serve as north-south arterials and Powell Blvd, in addition to being the Mt. Hood Highway, serves most of the local east-west traffic. Observed congestion exists primarily within the central business district.

Initial study was given to the entire area bounded by Miller Avenue, Powell Blvd., 10th Drive and Cleveland Avenue. Field observation disclosed that conditions in the area east of Hood Avenue are such that treatment is not warranted at this time. For this reason, the study was confined to the area between Hood and Miller Avenues.

There are attached summaries of machine and manual traffic volume counts taken during August and September, 1964. The volume data are summarized in map form in Figure 1. The 24-hour volumes ranged from a low of 300 on Hood Avenue to a high of approximately 11,000 on Powell Blvd.

Main Avenue, which has a curb-to-curb width of 36 feet, has two-way traffic with parallel parking on both sides. The 24-hour traffic volume ranges from 6,000 at Powell Blvd. to 6,900 near 10th Drive. These volumes are above the capacity of this narrow street and considerable congestion exists both on this street and on the cross streets where drivers find it difficult to enter or cross Main Avenue.

North Roberts Avenue has physical conditions similar to those on Main Avenue. The traffic volume on Roberts Avenue is less than half that of Main Avenue and such congestion as exists is the result of left turns and parking manuevers.

The east-west streets, Second through Fifth, are also 36 feet in width. The traffic volumes on these streets is much less than on Main and Roberts Avenue. The volumes rnaged from 2,000 vehicles per day on Second to 600 on Fourth Streets. Congestion is evident, particularly on Second and Third Streets, and is caused by parking manuevers and intersectional conflicts.

The conditions which exist in the study area; narrow streets, in some instances high traffic volumes, intersectional conflicts and general congestion, are those which can generally be improved by establishment of one-way operation. One-way reduces potential intersectional conflicts by more than 90%. It results in a great increase in traffic capacity through reduction in traffic frictions and provides much greater safety to both motorists and pedestrians. Because of these facts, the treatment recommended for this area consists of a one-way grid system.

In considering one-way operation, certain basic concepts which have been developed through experience should be borne in mind. These concepts are listed below:

1. The one-way streets should be kept in couplets - - an odd number of streets will not operate successfully.

2. A couplet should be thought of as a divided street with a wide median. The direction of flow should follow the basic "keep to the right" rule of the road.

3. Wherever possible, the one-way pattern should be carried one block beyond an arterial street to reduce intersectional problems. This is not possible on the north and south boundaries of the study section.

With the above concepts in mind, a one-way grid has been designed for the study area.

Of primary importance is the improvement of traffic conditions on Main Avenue. This can be accomplished by the establishment of a one-way couplet with Main Avenue carrying southbound and North Roberts Avenue northbound traffic. As a result each street would carry approximately 4,500 vehicles daily. This would be far below the capacity of these streets under one-way operation.

In developing the Main-Roberts couplet, consideration was given to placing the northerly terminus at Fourth or Fifth Street. However, as can be seen from the traffic volume data, the volume on Main Avenue is highest at the northerly end. This fact in conjunction with the width of Main Avenue makes it desirable to extend the couplet to 10th Drive. It would be necessary that 10th Drive remain two-way to serve the area to the east. This, although not desirable, would provide satisfactory operation.

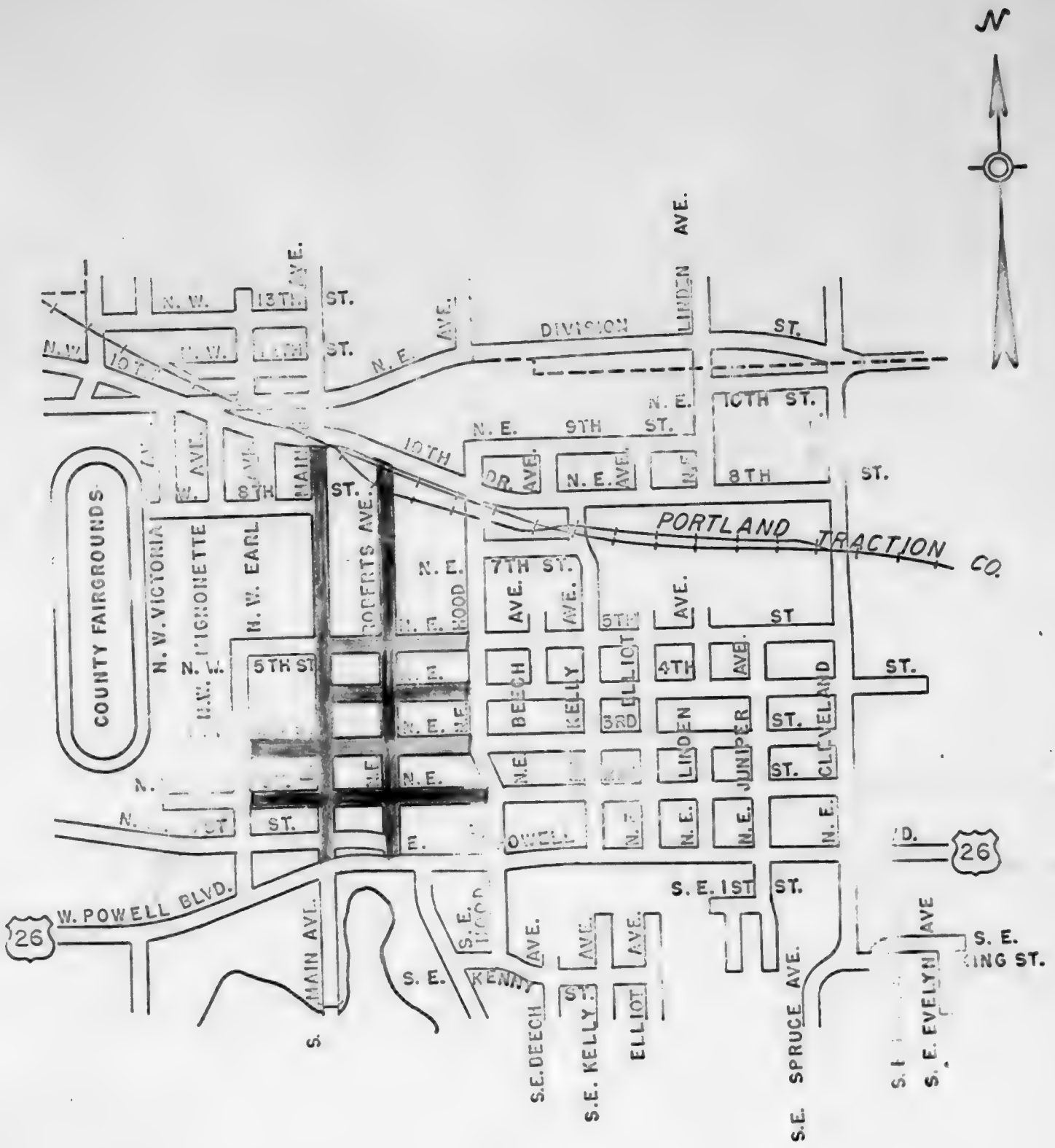
Because of lower traffic volumes, conditions on the east-west streets are not as critical as those on Main Avenue. However, there is considerable congestion on Second and Third Streets because of parking and unparking manuevers. There is also a need to "clean-up" the intersections of these streets with Main and Roberts Avenues. Fourth and Fifth Streets are beyond the business area and have less need

for treatment. Two couplets are desirable to form the grid and promote maximum efficiency of the north-south couplet. To follow the concept of "keep to the right" Second Street should be eastbound with the succeeding streets alternating in one-way direction.

The recommended one-way grid system using one north-south and two east-west couplets would comprise the first step in a one-way grid for the City of Gresham. As traffic volumes increase the grid can be expanded to the east to Cleveland Avenue. For the present, the grid as recommended would greatly increase the safety and mobility of traffic in the central area.

There was previously submitted to the City a plan proposing prohibition of parking on the south side of Powell Blvd. and establishment of left-turn refuges for drivers desiring to make left turns from Powell Blvd. into North and South Roberts Avenues. This plan will work well with the one-way grid recommended in this report and should be implimented.

VPJ:pk
11-18-64



GRESHAM

RECOMMENDED PLAN

North and Eastbound One-Way Streets

South and Westbound One-way Streets

All other streets to remain as they are at present.

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7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 17, 1964

SUBJECT: Left Turn Refuges
Hogan Rd. to E. Burnside Extension
Mt. Hood Highway

To: Mr. F. B. Crandall
Traffic Engineer
Salem

Attention: L. E. George

Reference is made to your recent phone call concerning a turning lane at the subject location.

Earlier this year improvements were made on a section of the subject road by abutting property owners consisting of a Chevrolet dealer, Ford dealer, and Plymouth dealer in conjunction with the City of Gresham. This was done on a permit of access basis with an indication that the State would stripe the section when completed. Curbs were installed, and additional paving was placed, and a storm sewer was installed utilizing an abandoned City of Portland water main.

We had contemplated the installation of a free left turning median lane subject to approval by the Salem office and were negotiating with Mr. Robert McWilliams, City Administrator for the City of Gresham, prior to submitting our plan for approval. Yesterday I talked via telephone with Mr. Tom Edwards, who advised me quite emphatically that he would not approve a free turning median lane. We have therefore redesigned the median delineation on the basis of short left turn refuges as suggested by Mr. Edwards.

Mr. McWilliams is out of town this week attending the meeting of the League of Oregon Cities, and we therefore plan to contact him at a later date. Approval of the enclosed plan is requested, and if approved we will proceed to stripe this section of roadway accordingly.

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

AEJ/lh
Enc.
cc: Tom Edwards
Ron Failmezger
D. D. Rohrbough

NOTED
TOM EDWARDS

RECEIVED
OCT 15 1964

FOR FILING

7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 13, 1964

To:

MEMO TO FILE

SUBJECT: Traffic Counts
One-Way Street Report
Gresham

Mr. McWilliams, City Superintendent, Gresham, inquired this date regarding traffic count data report with respect to the above.

I called McWilliams on this and indicated that we did have the field data in and we were in the process of digesting it looking to report on thoughts and ideas regarding the one-way street grid, traffic control, etc. I indicated it would probably be at least 10 days before we could wrap this up and get it to him. He indicated this would be satisfactory.

F. B. Crandall
Traffic Engineer

FBC:njc

cc: Tom Edwards

RECEIVED
OCT 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
SEP 29 1964
FOR FILING
7846

September 28, 1964

2694

Mr. Robert L. McWilliams
City Administrator
City Hall
Gresham, Oregon

Dear Mr. McWilliams:

Your letter of September 11 inquires as to whether or not we believe the recently submitted plan for Powell Boulevard in Gresham, which requires certain parking eliminations, would relieve congestion and speed up traffic through this section.

The answer to your question is an unqualified "yes". The basic problem in this heavy traffic section is lack of sufficient street width for traffic capacity. The plan submitted does, through the eliminated parking, allow additional width for the moving of traffic rather than the storage of vehicles, and with the left-turn refuge lanes will minimize the friction between left-turn maneuvers and through traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall

FBC:njc jw

City of Gresham

CITY HALL • 150 WEST POWELL BOULEVARD • GRESHAM, OREGON • MOhawk 5-3144

September 11, 1964

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Edwards:

I received your letter and drawing regarding Powell Boulevard and the downtown Gresham area, and at this time I would like to ask what your people's reaction would be concerning this particular part of Powell Boulevard. Would you feel that relieving of congestion and allowing a faster through traffic speedup could be accomplished by taking off this parking as you suggested on your drawing and laying the street out as you have shown?

We appreciate very much your recommendations on this particular problem.

We are looking forward to receiving the balance of the study of our traffic situation in Gresham.

Very truly yours,

CITY OF Gresham

Robert L. McWilliams
City Administrator

mp

Emerald Rd

RECEIVED
SEP 14 1964
OREGON
STATE HIGHWAY COMMISSION

2494

RECEIVED
SEP-3 - 1964
FOR FILING

78416

September 2, 1964

Mr. Robert L. McWilliams
City Administrator
City Hall
Gresham, Oregon

Dear Mr. McWilliams:

As a part of the traffic study in Gresham, you have asked us to study the possibility of prohibition of parking on one side of Powell Boulevard and provision of left-turn refuges at the intersections of Powell Boulevard with N. E. and S. E. Roberts Avenue. You also requested that a recommendation on this item be presented to you prior to the final report on the one-way street grid.

There is attached one copy of a plan showing left-turn refuges at the two intersections. To implement this plan, it would be necessary to prohibit parking on the southerly side of Powell Boulevard between Main Avenue and N. E. Roberts Avenue on the northerly side of Powell Boulevard from S. E. Roberts Avenue to a point 287 feet to the east. Also, at the N. E. Roberts Avenue intersection, there is a vehicle scale in the parking lane on the southerly side of Powell Boulevard. It would be necessary that this scale be removed and the scale pit filled and paved over before this plan could be implemented.

If this plan meets with the approval of City officials and if the City would care for the parking prohibition and for the removal of the scale and patching of the pavement, the Highway Department will install the necessary signs and paint the left-turn refuges.

Will you please advise me of the reaction of City officials to the above proposal.

Traffic counts for the one-way grid study are being made and a report will be submitted to you in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Crandall
A. E. Johnson

VPJ:pk jw

FORM H-90X—60M—12-60 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 14, 1963

To: F. B. Crandall
Traffic Engineer
O F F I C E

SUBJECT: Proposed Left Turn Refuges
Mt. Hood Highway (Powell Blvd.)
Gresham

You will recall that we are running a traffic study in the city of Gresham. This is in response to a request from the City Manager. The major portion of the study has to do with the establishment of a one-way grid on City streets, however, in addition, the City Manager desires our thoughts on prohibition of parking on one side of Powell Blvd. and establishment of left turn refuges for the intersection of Powell Blvd. with NE Roberts Avenue and SE Roberts Avenue.

There is attached one copy of a sketch showing such a layout. Providing separate left turn lanes would facilitate the flow of east-west traffic on the Mt. Hood Highwa . It would require approximately two blocks of parking prohibition on one side of the street.

The only "fly in the ointment" is the truck scales which are in the parking lane on the southerly side of Powell Blvd. opposite the NE Roberts Avenue intersection. These are privately owned scales that have been there for many years. It would be necessary that these be removed before we could run traffic on the parking lane. If this plan is approved, it is suggested that I contact the City Manager and discuss it with him. The larger portion of the study having to do with the one-way grid is waiting on traffic counts, which will be made next week. It was necessary to postpone the traffic counts because of the County fair.

Val Johnson
Traffic Control Engineer

VPJ:pk
Attachment

FORM B-90 5M 12-63 64676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1964

NOTED
R. M. ALL

NOTED
DON HARWELL

To: Mr. L. P. Shaw
Ass't. State Hwy. Engr.
BUILDING

SUBJECT: Supplementary Report
Powell Boulevard
City of Gresham

NOTED
R. H. PRANGE

RECEIVED
AUG 31 1964
ENGINEER
COUNTY & CITY DIVISION

I recently handed you a copy of a reconnaissance report on the above section and based on field observations it was thought the existing pavement could be left in place. On the basis that this might not be so when a field survey is made, Mr. Tebeau has prepared a supplementary report showing an increase in cost for this project of $75,000, if it is necessary to remove the existing pavement in order to meet the abutting properties.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:ra

Attach.

COX

Note: Thanks for a 9/24/65 memo on letter from Rma to D. Cakes laying probable 1965 or 1966 project if funds allow.

NOTED
V. R. JONES

RECEIVED
AUG 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM F 20 5OM 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1964

SUBJECT: Supplementary Report
Powell Boulevard
City of Gresham

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

Previously, an estimate was prepared concerning improvement of Powell Boulevard in Gresham between N. E. Juniper Avenue and the Burnside Extension/Powell Valley Road Channelization with the estimate being based upon the assumption that the existing pavement (24 feet wide) would be salvaged (see report dated July 31, 1964).

There is some apprehension regarding the salvage of the pavement in that the resulting curb could possibly be placed out of proper relationship with the abutting properties although this did not seem apparent on the field observation. If it should develop that the aforementioned difficulty would be a reality, the problem could be averted by not salvaging the existing pavement, thereby removing any influence that it would have on the gradient; to do this would increase the previous estimate $75,000 making the total cost $265,000.00 as follows:

	Inside C.L.		Outside C.L.		
Length, mile	0.6		0.3		
Previous Estimate (Pavement Salvage)	$130,000	+	$ 60,000	=	$190,000
Revised Estimate (No pavement salvage)	$180,000	+	$ 85,000	=	$265,000

W. H. Tebeau

WHT:fp

W. H. Tebeau
Field Reconnaissance Engineer

FORM E ..3 80M 12-59 84874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 31, 1964

SUBJECT: Powell Boulevard
City of Gresham

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

A study has been made for improvement of Powell Boulevard (Mt. Hood Highway, U.S. 26) within the city of Gresham from N. E. Juniper Avenue easterly to the Burnside Extension/Powell Valley Road channelization.

It might be mentioned that it is the desire of the Gresham city officials to have this street improved in its entirety from the west city limits through the city to the above-mentioned channelization. However, as a result of a field observation made through the area, the following comments are offered:

1. West City Limits to N.W. Ava Avenue - This section was built in 1946 to a nominal 46-foot pavement width (asphaltic concrete) with a curb on the northerly side of the street; overall condition of the pavement is good. It appeared that immediate improvement would not be necessary.

2. N.W. Ava Avenue to N.E. Juniper Avenue - This section through the downtown corridor exists on a nominal 46-foot street width curb to curb; pavement appears to be in good condition. Again, it was ascertained that immediate improvement would not be necessary.

3. N. E. Juniper Avenue to Channelization - This section is uncurbed for the most part and appeared to be in immediate need of improvement. The pavement is 24 feet wide with an untreated shoulder area; pavement is in good condition.

Improvement would involve the introduction of a 48-foot street section which can be contained within the existing 60-foot right of way; the pavement can be utilized by placing a half-sole over it. Estimated cost for this proposal is $190,000 for approximately 0.9 mile of construction as follows:

	Inside C.L.		Outside C.L.	
Length, mile	0.6		0.3	
Grade and Pave	$130,000		$60,000	
Right of Way	- - - -		- - - -	
Est. Const. Cost	$130,000	+	$60,000	= $190,000

The 1963 ADT varies from 5,200 at the west city limits of Gresham to 10,700 just east of Main Avenue back to 6,800 at the east city limits. The magnitude of these figures indicates that four lanes would be necessary for efficient operation of the traffic; the four lanes could be obtained on a limited basis with the removal of parking.

A small scale map depicting the limits of this proposal is attached.

W. H. Tebeau

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp

Attachment

RECEIVED
JUL 22 1964
FOR FILING

7846

Graham

2497

July 16, 1964

Mr. Robert L. McWilliams
City Administrator
City of Gresham
City Hall
190 West Powell Boulevard
Gresham, Oregon

Dear Mr. McWilliams:

Mr. Val Johnson, a representative from our Traffic Engineering Division, will be available on Tuesday, July 21, at 1:30 p.m. to discuss with you traffic matters in the City of Gresham. Mr. Johnson will meet with you in your office. If these arrangements are not satisfactory, will you please advise us as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Crandall
A. E. Johnson

LEG:aa hlb

City of Gresham

CITY HALL • 150 WEST POWELL BOULEVARD • GRESHAM, OREGON • MOhawk 5-3144

July 9, 1964

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Sir:

In reference to the copy of a letter we received on June 23, 1964, we wish to inform you that we will require assistance before we act on the problem of traffic congestion in the City of Gresham; however, we would like to meet with one of your representatives to determine how we might use your services.

Please let us know if this can be arranged.

Yours truly,

CITY OF GRESHAM

Robert L. McWilliams
City Administrator

RLM/mp
Enc.

RECEIVED
JUL 13 1964
TRAFFIC ENGINEERING

Contact assign VPJ PH

RECEIVED
JUL 10 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 24 1964
FORM E-30 50M 12-63 54676
ON FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1964

SUBJECT: Mt. Hood Highway
City of Gresham

To: Mr. Tom Edwards
Assistant State Highway Engineer
O F F I C E

Gresham

1 way grid
signals
etc.

On June 17, 1964, the writer contacted City Manager McWilliams and City Engineer Carter concerning improvements on the Mt. Hood Highway within the City of Gresham. During the general discussion, Mr. McWilliams inquired as to the possibility of obtaining aid from the Highway Department in solving some traffic problems within the City.

Mr. George was contacted concerning this matter and it was suggested that such a request be addressed to you for resolution. The attached letter is proposed for Mr. McWilliams and is submitted for your approval.

R. M. Allison, Field Engineer
County and City Division

RMA:eb
Att.

NOTED
TOM EDWARDS

RECEIVED
JUN 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 22, 1964

Mr. Robert L. McWilliams
Administrator
City Hall
Gresham, Oregon

Dear Mr. McWilliams:

Our general discussion on June 17, 1964, touched on the easement of traffic congestion in Gresham. You inquired as to the availability of professional advisory assistance from the State Highway Department to aid you in a traffic study for the purpose of establishing a one-way grid system, signalization, and other related problems.

You are advised that such a service can be afforded on a "personnel available" basis. This service may be obtained by requesting assistance from Mr. Tom Edwards, Assistant State Highway Engineer. Please state the extent of service required, type of assistance necessary, length of time needed, and any other special requirement you may have in mind.

Should you require further information or assistance in this matter, please advise.

Very truly yours,

H. S. Cox
County and City Engineer

by

R. M. Allison
Field Engineer

RMA:eb

Mr Edwards ✓
Mr. George

RECEIVED
JUL 7 1964

FOR FILING

7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1964

To: Mr. Lloyd P. Shaw
O F F I C E

SUBJECT: Cooperative Project
Powell Boulevard
Mt. Hood Highway
City of Gresham

As instructed by your letter of June 1, 1964, the city of Gresham was contacted on June 17, 1964, concerning the nature of the request for a cooperative project dated May 22, 1964.

City Manager McWilliams and City Engineer Carter expressed a desire to institute some drainage revisions, standardize and complete curbing, and do some repaving on sections of the Mt. Hood Highway within the city which are now substandard, particularly the westernmost and easternmost units. Such an action would require a survey in order to determine the extent of the improvements required to bring the street up to a reasonable standard.

The automobile dealers at the eastern edge of the city are eager to go on improvements to their frontages. City has been requested to perform certain curbing and paving to improve Powell Boulevard through this area, the cost thereof to be borne by property owners under the provisions of the Bancroft Act. City officials inquired as to the possibility of credit for such work against a 75%-25% project and were informed that such a stipulation would be very impractical unless done in conformance with an over-all approved plan.

The city is anxious to get on with dome drainage at the easterly edge of town. They were advised that there were no plans to radically change the grade or alignment through this area. Minor adjustments might be required should an improvement project be approved.

It is recommended that a detailed inspection or reconnaissance of the Gresham section of the Mt. Hood Highway be made and an estimate prepared. This estimate will be presented to the city and the city's financial capability determined on this basis.

NOTED
LLOYD P. SHAW

R. M. Allison, Field Engineer
County and City Division

RMA:mm

Estimate has been prepared; is being revised.
8-14-64

RECEIVED
JUN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

June 1, 1964

Mr. Robert L. McWilliams
City Administrator
City Hall
150 West Powell Boulevard
Gresham, Oregon

Dear Mr. McWilliams:

This acknowledges your letter of May 22 in which you request a cooperative project on Powell Boulevard.

I am asking Mr. H. S. Cox, County and City Engineer, to contact you and discuss the work you have in mind.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPSsajw

cc Forrest Cooper
R. L. Porter
H. S. Cox - Please contact McWilliams and keep me advised of what transpires. --LPS

City of Gresham

CITY HALL • 150 WEST POWELL BOULEVARD • GRESHAM, OREGON • MOhawk 5-3144

May 22, 1964

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

The City of Gresham requests a state-city project on Powell Blvd., this to be on a 75-25 participation.

The project is to be from the west city limits to the Powell-Burnside intersection on the east.

The City of Gresham would be ready to participate with their 25% on July 1, 1965.

We will be ready to discuss this project at your convenience.

Sincerely,

CITY OF GRESHAM

Robert L. McWilliams
City Administrator

RLM/mp

RECEIVED
MAY 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 6 - 1964
FOR FILING

MEMO TO THE FILES: 4/27/64

7824

Subject: 75%-25% City Project
Mt. Hood Highway
City of Gresham

City Administrator McWilliams and City Engineer Carter of Gresham were contacted concerning improvement of the Mt. Hood Highway through that city on a cooperative basis.

The usual stipulation concerning lack of state funds were presented and, in this instance, City is in similar circumstances. City is making preparations to annex easterly to Burnside Extension and wishes to have all that portion of the Mt. Hood Highway within the proposed city limits considered in the project.

City of Gresham expects to have funds included in their next fiscal years budget to cover their share of the cost. City officials were informed that no promise of state participation could be made and that such participation would be on a "when funds are available basis."

City Engineer Carter was concerned about picking up drainage from the proposed new car lots and getting it into the Bull Run Conduit #1. There is now about a four foot differential between the ditch elevation and the crown of Bull Run #1. Mr. Carter was informed that State did not anticipate any major change in grade and that the existing fall from ditch to conduit would not be altered enough to cause concern.

The automobile dealers whose property abuts Powell Road on the easterly side of Gresham are going ahead on a permit of access basis with Division I. Two dealers (Ford and Chevrolet) are aiming at having their showrooms open for the fall appearance of the new cars. Plymouth dealer may lag somewhat.

1. The City was advised that no major change in elevation is planned through the area of the new automobile dealerships.

2. City should submit letter of request for 75%-25% project stating their ability to pay and suggested timing and limits of section.

The priority assigned this project is not known. Should a moderate amount of interest be taken in acceding to Gresham's request, a survey might be in order this fall.

R. M. Allison
County & City Field Engineer

NOTED
LLOYD P. SHAW

RMA:eb

cc: L. P. Shaw
E. S. Hunter
A. E. Johnson

RECEIVED
APR 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3. 1964
FOR FILING

FORM 940-1 (REV. 12-63) 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1964

13+16

To: MEMO TO THE FILE

SUBJECT: Hogan Avenue-East Burnside Street Extension
Mount Hood Highway
Gresham

The following people met at Fanning Chevrolet Agency, Gresham, on March 26, 1964, at 10:00 a. m., to discuss access problems relative to the Mount Hood Highway near the easterly city limits of Gresham:

R. L. McWilliams	City of Gresham Administrator
C. E. Selig	Architect (Broome, Selig & Oringdulph)
Ross Fanning	Fanning Chevrolet Agency (also City Councilman)
C. A. McRobert, Jr.	McRobert Motor Company
William Hessel, Jr.	Hessel Plymouth Agency (also City Councilman)
Lloyd P. Shaw	Assistant State Highway Engineer
E. S. Hunter	Maintenance Engineer
C. T. Keasey	Assistant Division Engineer
D. D. Rohrbough	D.M.S.
Ron Failmezger	Division Traffic Engineer
D. N. Harwell	County and City Division Office Engineer

The gentlemen from Gresham displayed plans for a new group of automotive agency buildings to be located on the Mount Hood Highway just outside the easterly city limits of Gresham. These were explained in some detail by Mr. Selig.

The desire is that the best possible estimate of width and elevation of any improvement which might be undertaken on the Mount Hood Highway in the subject area within the next several years, be provided so that the proposed buildings can be oriented to that future improvement.

The schedule of construction is such that the new buildings can be placed in service by September 15 of this year—that being the date new car models will be on display.

Mr. Shaw advised that any information provided at this time would have to be derived at best from photogrammetry or, lacking that, from the data provided by the architects' plans. The Gresham gentlemen stated they realized that firm information could not be obtained without more time and study than could be permitted by their construction schedule. They seemed appreciative of the proffered "guestimate" which it was indicated the State would attempt to have available in a few days time. This is to include an educated guess at the elevation of the edge of roadway based on what would probably be the maximum width that would be considered if widening should be done. A section which would permit a 16-foot free-choice median with either two lanes with wide parking lanes, or four lanes with no parking, was suggested.

Mr. Selig provided several maps and project plans showing contours and proposed building locations. As soon as we can assemble any material we have available which may supplement the information provided by Mr. Selig, he will come to Salem to confer with our Design Section. This should be about March 31.

After this meeting, Mr. Harwell discussed the possibility of a City-State co-op project on that part of the above which is within City jurisdiction. He reports that the City is favorable to this arrangement.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

MEMO TO FILES
March 27, 1964

HOGAN AVENUE-EAST BURNSIDE STREET EXTENSION
MT. HOOD HWY. NO. 26
CITY OF GRESHAM

The following people met together in Gresham on March 26, 1964, regarding the subject extension:

R. L. McWilliams	City of Gresham Administrator
C. E. Selig	Architect of Broome, Selig, & Oringdulph
Ross Fanning	Fanning Chevrolet Agency (City Councilman)
C. A. McRobert, Jr.	McRobert (Ford) Motor Company
William Hessel, Jr.	Hessel Plymouth Agency (City Councilman)
L. P. Shaw	Assistant State Highway Engineer
E. S. Hunter	Maintenance Engineer
C. T. Keasey	Assistant Division Engineer
D. D. Rohrbough	D.M.S.
Ron Failmezger	Division Traffic Engineer
D. N. Harvell	County & City Division Office Engineer

State will run preliminary line for above section and a City-State agreement will be necessary on a 25%-75% cooperative participation basis.

Interested property owners are willing to share on lineal foot basis for curbing.

D. N. Harwell

D. N. Harwell, Office Engineer
County and City Division

DNH:mm

cc: L. P. Shaw

RECEIVED
MAR 18 1964
APPROVED FOR RELEASE 2010 47503 49807

FOR FILING
7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1964

SUBJECT: Request from City of Gresham
Improvement of Mt. Hood Hwy.
Hogan Ave. to Powell Valley Rd.

To:

Mr. Tom Edwards
Assistant State Highway Engineer

Building

I am attaching copies of recent and past correspondence regarding the above subject.

You will recall our discussion the other day on this matter at which time I pointed out the following alternates:

1. Widen the existing facility at the automobile dealer's expense. This widening would be a minimum section without curbs which would provide left ~~hand~~ turn refuges and minimum deceleration widths for right turn movement.

2. Consider the City's request as a request for a City-State project which would propose widening to at least a minimum 44-foot street section, including curbs and storm sewer.

In our discussion the other day you indicated that there might be a possibility of State participation in Item 2 above. It is my suggestion that you ascertain the likelihood of this participation and, if it is the Department's desire to go in on such a project provided the City has money, I would then propose sending Cy Cox and Al Johnson to meet with the City of Gresham and firm up the agreement.

A previous request in January, 1963, was received from the City of Gresham to construct 9,130 lineal feet of curb and storm sewer at a cost of about $200,000. This request extended throughout the city intermittently, and about half of the requested work falls within the area between Hogan Avenue and the easterly city limits.

The enclosed map is the only copy and we shall appreciate your returning it.

Copy returned 3-17-64

RECEIVED
MAR 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

E. S. Hunter
Maintenance Engineer

NOTED
TOM EDWARDS

ESH:je
Enclosures

FORM E-70X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 6, 1964

To Mr. E. S. Hunter
Maintenance Engineer
Salem

SUBJECT Request from City of Gresham
Improvement of Mt. Hood Hwy.
Hogan Ave. to Powell Valley Rd.

Some time ago a meeting was held with representatives of three automobile agencies and their architect in Gresham concerning their plans to construct new building and other facilities along E. Powell Boulevard (Mt. Hood Highway) in the vicinity of S. E. Hogan Avenue and easterly. You will probably recall that you were present at this meeting. At this time the developers and their architect were concerned primarily with development of proper access and improvement of the road to increase sight distance, etc. At this time these people were advised that the development of their individual accesses is the responsibility of the individual property owner, including any safety features required or necessary such as deceleration lanes, lights, etc. It was rather apparent at this meeting that an improvement of this section of road to full four lanes with a median for left turn refuges would be rather expensive and would involve problems of right of way in areas where the adjacent property was not owned by the three developers.

As a result of this meeting there evolved the possibility that the City could obtain a State-City project and would probably result in the City's assessing the adjacent property owners for their share. As a result I received a letter dated February 18, 1964 from Mr. Robert L. McWilliams, Administrator for the City of Gresham, requesting our recommendations as to access roadways, curbing, etc., and to advise the City as to the extent the Highway Department could participate in the cost of the improvements and if a joint City-State project would be feasible.

In January, 1963, the City of Gresham through one of its Council members requested that the State Highway Commission install curbs on this same highway throughout the city of Gresham, which project naturally would include drainage and additional paving and which was estimated on a shotgun basis at that time of in the neighborhood of $200,000. The City-County Engineer at that time advised the City of Gresham that we had no funds at that time to do any of the work

Hunter
what do you
do about this

NOTED
TOM EDWARDS

NOTED
ED EDWARDS

requested but if they would assure the Department of their willingness to cooperate at a future time, their request would be placed on file for consideration when funds became available.

This recent request by the City of Gresham, I believe, is a continuation of the request last year and would involve considerable planning and programing. Mr. McWilliams has indicated that the three automobile dealers wish to proceed with their developments at an early date, and to my knowledge there are no funds available for such a project as Mr. McWilliams is requesting.

It is recommended that Mr. McWilliams be advised again that no funds are available at this time, that the City should officially request the project advising us that they are in a position to participate so that it may be considered when funds are available. It is recommended further that Mr. McWilliams be advised that this office will proceed to negotiate with the three property owners for proper access on permit basis in the very near future.

If this is satisfactory and you wish me to write to Mr. McWilliams as outlined above, please advise.

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

AEJ/lh

cc: Tom Edwards
D. D. Rohrbough

Hunter
Tell owners they
Johnson to apply for
permits. We do
not have money
for planning

Copies to Hunter
3-17-64
Edwards

RECEIVED
MAR 11 1964
OFFICE OF
MAINTENANCE ENGINEER

RECEIVED
MAR 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

City of Gresham

CITY HALL • 150 WEST POWELL BOULEVARD • GRESHAM, OREGON • MOhawk 5-3144

February 18, 1964

Mr. A. E. Johnson
Division Engineer
Oregon State Highway Department
P. O. Box 4699
Portland, Oregon 97202

Dear Mr. Johnson:

The Gresham Auto Agencies are planning the construction of buildings and other facilities along E. Powell Blvd. (Mt. Hood Highway) in the vicinity of S.E. Hogan Ave. and easterly.

Prints of drawings showing the proposed location of access roads, buildings, and parking areas and topography of the sites have been submitted to you by the City Engineer.

It is requested that the highway department make recommendations as to the access roadways, turn shelters, curbing, paving and street drainage and advise the city to what extent the highway department could participate in the cost of the improvements and if a joint city-state project would be feasible.

Very truly yours,

Robert L. McWilliams, Administrator
City of Gresham

cc- City Engr.

RECEIVED
FEB 20 1964
DIVISION ENGINEER
DIVISION NO. 1

165

FORM. E-30X—80M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1963

To: Mr. Lloyd P. Shaw
O F F I C E

SUBJECT: Cooperative Project
Mt. Hood Highway
City of Gresham

Pursuant to your letter of January 18 regarding the subject, I called on Mr. Stafford Dowsett, Chairman of the Street Commission on the City Council of Gresham.

I advised Mr. Dowsett that our general policy is to set up a cooperative project for such requests as the city has made, wherein the city furnishes 25% of the cost of the project, and that he should take the matter up with the City Council and write us a letter stating that they would be willing and able to furnish the required cooperative funds when and if the project were approved and constructed.

I further advised that many cities were asking for projects such as this and we have no funds at this time to do any of them, but if they wanted to assure us of their willingness to cooperate at a future time we would place their request on file and would again contact them when State funds become available.

H. C. Ayers
County & City Relations Field Engineer

HCA:mm

cc: I. A. DeFrance
A. E. Johnson
Tom Edwards

NOTED
J. A. PHILLIPS

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with 7813 Ends with: 7846

FLASH CARDS: Cont. reel 162

Remarks:

Reel No. 161 Reduction Ration 21 X Project No.

Camera: Name Bell/Howell Model File Master Film [illegible]

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 25 day of Jan 19 83 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Billie Pitts